The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8280 | 光緒二年五月十四號 | MONDAY, JUNE 20, 1910. | 一拜禮 號十二月六大英港香 | $36 PER ANNUM. SINGLE COPY 15 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS:—
Sterling £1,500,000 at 2/-=$15,000,000.
Silver $15,502,000
=$30,502,000
RESERVE LIABILITY OF PROPRIETORS.$5,000,000

COURT OF DIRECTORS:
G. Balloch, Esq.—Chairman.
Robert Shewan, Esq.—Deputy Chairman.
F. H. Armstrong, Esq. | S. A. Levy, Esq.
J. W. Bandow, Esq. | F. Lieb, Esq.
Hon. Mr. Henry Keswick | G. H. Medhurst, Esq.
G. R. Lansmann, Esq. | M. Shellim, Esq.
H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. Smith.

MANAGER:
Shanghai—H. E. R. Hunter.

LONDON—BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 6 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 7th May, 1910. [30

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£ 600,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " —3½ "
" " " 3 " —2½ "

WM. DICKSON,
Manager.

Hongkong, 26th April, 1910. [22

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS....." 16,250,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	HANKOW.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months.....4 % p.a.
" 6 " .....3½ "
" 3 " .....2½ "

TAKEO TAKAMIGHI,
Manager.

Hongkong, 12th March, 1910. [18

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co.
} Berlin.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
} Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.

Hongkong, 3rd March, 1910. [1

Banks

HONGKONG SAVINGS BANK.

THE Business of this above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [21

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....GOLD $2,250,000
ABOUT MEX $7,228,228
RESERVE FUND .....GOLD $2,250,000
=ABOUT MEX $7,228,228

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 " 4 " " "
3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.

N. S. MARSHALL,
Manager.

Hongkong, 30th April, 1910. [19

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
C. Stepharius, Esq.
Lee Yung So, Esq.
J. H. McMichael, Esq.
C. R. Burkill, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force.....$34,054,152,00
Assets.....7,114,490.08
Income for Year.....3,073,83[illegible].81
Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., District Manager.
B. W. TAPE, Esq., District Secretary.
} Hongkong, Canton, Macao and the Philippines.

ALEXANDRA BUILDING, HONGKONG,
Hongkong, 1st December, 1909. [810

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes.
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 25 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1907. [15

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named —

FOR	STEAMERS	TO SAIL ON	REMARKS.
TAKAO, SHANGHAI, DALNY, CHINWANTO, FUKOW and HANKOW	FOONA, Capt. A. F. Vine, R.N.R.	About 22nd June	Freight only.
SHANGHAI	DELTA, Capt. B. W. H. Snow	Daylight, 23rd June	Freight and Passage.
LONDON, &c., via usual Ports	ARCADIA, Capt. S. Barcham	Noon, 24th June	*See Special Advertisement.*
LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SIMLA, Capt. C. D. Goldsmith, R.N.R.	About 29th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAVA, Capt. A. Thompson	About 30th June	Freight only.

For Further Particulars, apply to

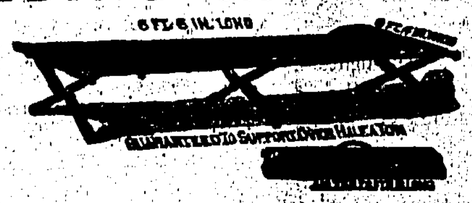
E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 18th June, 1910. [4

Intimations.

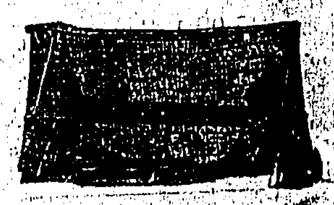
LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.



OPEN $8.00 each

Closed.



With MOSQUITO FRAME AND CURTAIN $15.00 COMPLETE

THIN SUMMER BLANKETS,
$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [81

Pommery and Greno CHAMPAGNE

In Magnums, Quarts and Pints.

Telephone No. 75.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
Wine & Spirit Merchants.

Hongkong, 23rd May, 1910. [33

Hotels.

BELLE VIEW HOTEL,

Telephone No. 907.

SHAUKIWAN ROAD.

The Bar of this hotel is temporarily closed pending the transfer of the License to sell intoxicating liquors.

MAK NAM WOON,
(Proprietor.)

Hongkong, 7th June, 1910. [26

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 86

For Terms, &c., apply to the MANAGER

Hongkong, 6th June, 1910. [27

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG:
MONDAY, 20th June.		THURSDAY, 23rd June.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN	10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
TUESDAY, 21st June.		FRIDAY, 24th June.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN	10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
WEDNESDAY, 22nd June.		SATURDAY, 25th June.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN		5.15 P.M. KINSHAN
		SUNDAY, 26th June.	
		10.00 P.M. FATSHAN	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 26th JUNE.

The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.
FARES AS USUAL.

By kind permission of Col. Prior and Officers, the Band of the 13th Rajputs under Bandmaster Coke will play during the trip.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao at 5 P.M.

First class fare by steamer leaving at 1 p.m. and returning with excursion steamer at 5 p.m. $4. Single Fare also $4.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [5

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1909. [85

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms. Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables. Hot and Cold Baths. Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor.
N. BRUMENTHAL, Manager.

Telephone, 190. Telegrams "Astor." [84

REMINGTON TYPEWRITERS

LATEST MODELS, VISIBLE WRITING, &c.
ALWAYS IN STOCK.

Ribbons, Carbon and other Requisites.
Repairs undertaken; also Contracts for keeping in order.

SOLE AGENTS, SIEMSSEN & CO. [8]

Hongkong, 2nd May, 1910.

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sambill	THURSDAY, 23rd June, 6 P.M.
YOKOHAMA and KOBE	"COBLENZ" Capt. H. Raugener	About TUESDAY, the 28th inst.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" Capt. W. Bartling	About WEDNESDAY, 29th June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"YORCK" Capt. J. Randermann	THURSDAY, 30th June, 10 A.M.
MANILA, ANGAUR, YAP, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. Raugener	SATURDAY, 16th July, Daylight.

For further Particulars, apply to

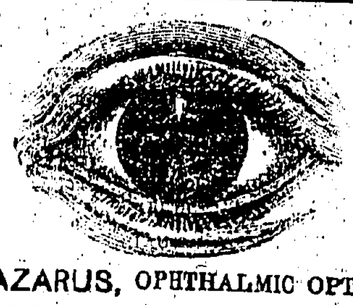
NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th June, 1910. [7

Intimations.



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight."—free.

LONDON, John Street, Bedford Row, W.C. CALCUTTA, 10, Bentinck Street SHANGHAI, 165, Nanking Road.

36

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed

Hongkong, 6th September, 1909. [45

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

李公昌置傢

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at

No. 39, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other Leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and hustle or overstrain of modern life. Sleeplessness, tremblings, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, &c., restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease wheresoever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of any kind, discharges, secondary symptoms, eczema, hyperacrid, bad legs, bad breasts, abscesses, ulcers, sore, setire or herpetic neck; it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, sighing, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARIO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture), for the sake of extra profit. Price 1s. Highland, 2s. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons pirating.

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and effectual means of self-cure ever discovered for nervous exhaustion; depressions of spirits, want of zest and energy, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, stricture, &c., and no sufferer should fail to procure a copy. Post free in plain envelope on receipt of Postal Order Shillings, from VETARZO REMEDIES Co. Gospel Oak, London, or of Agents for above medicines. Price 10 Rupees Post Free.

Agents for India: THACKER AND CO., LTD., BOMBAY, BYCULLA, and POONA

[1

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	NO. 3 DOCK. (IN COURSE OF CONSTRUCTION)
Docking Length .....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance . 80 "	Width of Entrance... 50 "	Width of Entrance.... 63 "
Water on Blocks ..... 28 "	Water on Blocks .....26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tail shafts all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 506, or 881.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I, and Watkins.

Yokohama, April 28th, 1903. [31

For Sale.

FOR SALE.

Steam launches, Steel lighters, Wooden lighters, Steam Cranes (travelling and stationary), Steam hoists, Lidgerwood steam pile driver, Diving pump and dress, Hand grabs, Capstan, Hand winches, Driving pulley, Bolts and Nuts, Hook bolts, Clutch bolts, Barrel bolts, Galvanized spikes, Pile shoes, Chain hoists, Iron and Brass screws, Differdange piles, Rolled Steel joists, Steel channels, Corrugated iron roofing, Roofing washers, Angle iron, Cast iron columns (suitable for building construction), Whitewashing machines, Canvas sewing machine, Patent Fire escape, "Well's" light, "Kitson" light, Acetylene lamps, Hand pump, Theodolite and levelling staff, Roneo duplicator, Comptometer, Telescope (on tripod), Office desks and cupboards.

Apply to

GEO. P. LAMMERT.

Hongkong, 3rd May, 1910. [343

FOR SALE

AT

GRACA & CO.

27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single, Assortment of Stamps and Post Card Albums.

Postage Stamps Catalogues for 1910.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Gauge.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures Pendants' Medals, Statuettes, Flower Seeds,

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES,

&c., &c., &c.

Inspection invited,

Hongkong, 11th January, 1910. [53

To Let.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909. [61

To Let.

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

A HOUSE in KNUTSFORD TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 16th June, 1910 [204

TO LET.

25,000 SQUARE FEET of LAND at Kowloon (K. M. L. 51), with 100 feet Sea Frontage and right to build a Pier, suitable for Coal and or Timber Storage.

For particulars, apply to—

L. M. ALVARES,

49, Wyndham Street.

Hongkong, 6th May, 1910. [356

TO LET.

DARTMOOR, No. 13, CONDUIT ROAD.

TO LET.

A HOUSE in CLIFTON GARDENS and OFFICES, 16, DES VŒUX ROAD CENTRAL.

GODOWNS, PRAYA EAST, formerly occupied by M. B. K.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIPON TERRACE.

OFFICES in YORK BUILDING.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stops at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th April, 1910. [59

TO LET.

GODOWN in HOLLAND STREET, Kennedy Town.

Apply to—

CHATER & MODY.

Hongkong, 18th June, 1910. [451

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

ONE GODOWN in MASONS LANE.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 4th April, 1910. [63

TO LET.

156, PRAYA EAST from 1st June. Also

OFFICES at No 2, PEDDER STREET from 1st July.

Apply—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 31st May, 1910. [411

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 22nd October, 1909. [62

LIQUOR TRAFFIC IN SOUTHERN NIGERIA.

COMMITTEE OF INQUIRY CRITICISED.

The conclusions arrived at by the Government Committee of Inquiry into the liquor traffic in Southern Nigeria are seriously attacked by the Native Races and the Liquor Traffic United Committee in a pamphlet just published.

The Inquiry Committee is accused of consistently desiring to minimise the evils of the drink traffic in that country, "rather than to show them as they are." This attitude, it is suggested, resulted naturally from the composition of the committee, from which were excluded all representatives of the missionaries and the natives, despite the protests of the Native Races Committee, at whose instigation the inquiry was appointed.

There was an anti-missionary bias on the Inquiry Committee, it is alleged; the following extract from the minutes of evidence being quoted as a sample of the sneering spirit that prevailed:

A native trader: I read it in the Bible that it was not good, and that it (the drink trade) was not a trade to be indulged in.

The Chairman (Sir Mackenzie Dalzell Chalmers): Which part of the Bible is that? I should rather like to know. . . Was it the miracle of turning water into wine?

CHILDREN PAWNED FOR DRINK.

It would certainly appear that Bishop Tugwell was badly treated.

He stated some months before the Inquiry Committee was appointed, that the Government of Southern Nigeria actually accepted fines in gin—thus not only recognising the iniquitous principle of a gin currency, but helping to maintain and establish it. In reply to a question in the House on this grave matter, the Under Secretary for the Colonies described the statement as "entirely without foundation," and added words that implied censure upon the bishop for making it; but the evidence before the Inquiry Committee proved that the bishop was absolutely correct.

Yet the committee, in their report, being unable to deny the truth of the charge, take the extraordinary step of attempting to justify the practice!

The pamphlet's reply to the whitewash of the Inquiry Committee is to quote the official figures, showing that from 1897 to 1908 the importation of spirits into the country increased by 1,018,000 gallons, or 48 per cent., and to call attention to some of the missionary and native evidence.

It was, for instance, stated by several witnesses that the natives commonly pawned their children for gin. Bishop Oluole (native) said: "The last pawn I saw was a girl; she was pawned for £7 10s. . . . The system still obtains all over the country."

Rev. E. W. George (native) replied "It is," to the question—"Is pawning children a common thing in Abeokuta?" The Ven. Archdeacon Melville-Jones estimated that there were "thousands" of children in pawn in Oyo at that moment.

They have remained in pawn for 10, 15, or 20 years; people grow to be quite old as pawns. The pawn is in the position of a slave.

It seems amazing that evidence so frightful, which was not rebutted in the slightest degree, should not be given the slightest notice in the committee report.

ORGIES AT FUNERALS.

Another thing which the report ignores is the evidence given as to the disgraceful gin orgies at funerals in Abeokuta and elsewhere. The Rev. Sidney R. Smith, a clergyman of the Church of England, gave an instance of one funeral at which 38½ cases of gin were consumed, costing roughly about £30. A terrible picture was also drawn by Mr. G. S. B. Gray, Inspector of prisons in Lagos, of Akwete on a native feast day.

He spoke of "boys and girls lying around putrid drunk in the streets."

We turned some of the people over, and they really were drunk. They were lying in the streets, some of them shrieking and screaming. . . . It was the second day of the play, and they had been at it all the day before. Although the native sleeps very soundly, as a rule you can get life into them by judicious kicking, but you could do nothing with these people. There were girls among them just emerging into womanhood lying about in the streets. . . .

On Thursday afternoon, at Grosvenor House, on the invitation of the Duke and Duchess of Westminster, a meeting has been called by the Native Races Committee when the subject will be discussed. Sir John Kennaway will preside, and Sir Harry Johnston and Mr. F. W. Verney, M. P., will be among the speakers.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.

In Bags of 250 lbs. net $3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 11th August, 1908. 54

JAPANESE MASSAGE.

Masseur MEIJI SHA,

GRADUATE OF KOBE MESSAGE SCHOOL.

ATTENDANCE AT PATIENTS' RESIDENCE.

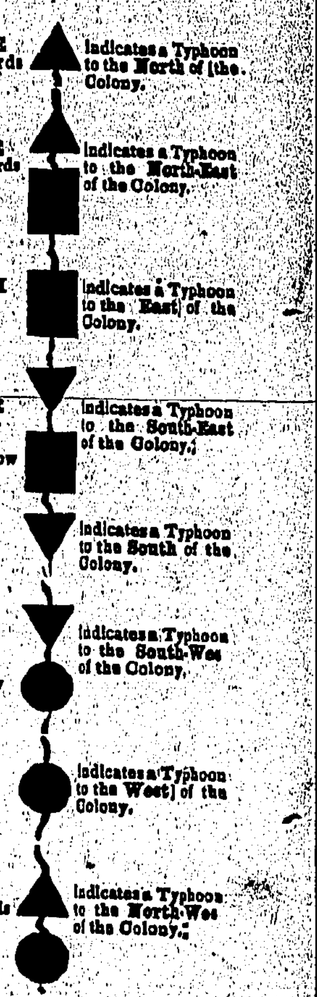
No. 171, WANCHAI ROAD, GROUND FLOOR.

Hongkong, 10th January, 1910. 90

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowlo[illegible].

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen,
Waglan,	Sai Ki Wan,
Stanley,	Sai Kung,
Cape Collinson.	Sha Tau Kok,
	Tai Po.

This will indicate that there is a depression somewhere in the China Seas, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand, by signal, from the flag-staff.

T. C. FINN, Director.

Intimation.

Powell's

Furnishing Department

FIRST FLOOR

Alexandra Buildings.

CURTAINS

MADRAS MUSLIN
White and Ecru
Frilled 2 Sides
52 in. 60 in. and 70 in.
wide
in various patterns.

FLOUNCED MADRAS
BRISE BLINDS.
White and Ecru
24 in. and 36 in. long.

HARNESS MUSLIN
in
White and Ecru
Frilled 2 Sides
in
Spot and Fancy Designs.

HARNESS MUSLIN
in
White and Ecru
unfrilled, 48 in. wide
various sizes of Spot and
Fancy Patterns.

PLAIN BOOK
Muslin Curtains Frilled
all round
3½ yards long
in White and Ecru
$4.50 per pair.

LACE CURTAINS
in great variety in
White, Ivory and Ecru.

POWELL'S
Alexandra Buildings

Hongkong, 30th May 1910. [30

Intimations.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong 21st January, 1910. [47

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES

Hongkong, 7th March 1910. [39

A TOO STABLE.

LEIGHTON HILL ROAD.
(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:

At the Stables or anywhere in Hongkong, $2 per animal,

At Kowloon, $3 per animal.

A TOO STABLE,
Leighton Hill Road.

Hongkong, 23rd March, 1910. [272

THE
CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application)

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 29th March, 1908. 41

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE,
12, D'AGUILAR STREET,
HONGKONG.

Hongkong, 3rd September, 1907. [56

Dentistry.

Dr. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A

Telephone 126.

Hongkong, 27th January, 1910. [2

TSIN TSI G.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Examination Free.

Hongkong, 9th June, 1910. 1

THE KING AND HIS PEOPLE.

The following letter from the King has been received by the Secretary of State for the Home Department:—

Marlborough House,
May 22, 1910.

To my People.

The voice of affection and of loving devotion to the memory of my dear Father which has come from every part of the Empire, the outward public demonstrations, especially those in the Capital during the two stages of His passing to His last resting place, and the pathetic manner in which vast multitudes of His loving subjects patiently and reverently awaited opportunity to pay a last tribute to His memory, have profoundly touched me and my whole Family.

A sorrow so sudden and unlooked-for might well have been overwhelming. But the sentiments evoked by it have made me realize that it is a loss common to me and my people: they share it with me. I do not stand alone.

With such thoughts I take courage, and hopefully look into the future: strong in my faith in God, trusting my people, and cherishing the Laws and Constitution of my beloved Country.

GEORGE R. I.

THE KING'S CLEMENCY.

The King, on the advice of the Secretary of State for the Home Department, has been graciously pleased as an act of clemency to grant the following remission of sentence to all convicted prisoners in England and Wales who, on May 23, 1910, have still to serve more than one month of their sentences of imprisonment or penal servitude:—

To those who have one month or more still to serve, one week.

To those who have one year or more still to serve, one month.

To those who have three years or more still to serve, two months.

To those who have five years or more still to serve, three months.

The special remission will be given only if the reports as to the prisoner's conduct and industry are satisfactory.

His Majesty, on the advice of the Secretary for Scotland, has been pleased to grant similar remission to prisoners in Scotland.

The Lord Lieutenant will take steps to give effect to his Majesty's merciful wishes by the grant of similar remission to prisoners in Ireland.

THE NAVY.

Orders have been issued by the Board of Admiralty to the following effect:—

As an act of clemency on the occasion of the King's Accession to the Throne the Lords Commissioners of the Admiralty have decided that all persons who on the 23rd instant are under sentence of imprisonment for a period not exceeding three months for disciplinary offences only, including drunkenness and desertion, shall be granted the remission of the residue of their sentences.

They have also approved of a similar remission being granted to all offenders undergoing on the 23rd instant the following punishments as laid down by Article 744 of the King's Regulation and Admiralty Instructions, namely:—Nos. 9, 10, 11, 15, 16, 18 and 19.

THE ARMY.

The King has been graciously pleased as an act of clemency on the occasion of his accession to the Throne to approve of the following remission of punishment to soldiers undergoing sentence in Military Prisons and Detention Barracks:—

Soldiers undergoing detention by sentence of Court-martial or by award of Commanding Officers.

Sentences up to fifty-six days.—To be released.

Sentences exceeding fifty-six days.—To be granted a remission of one-half of the unexpired portion of detention.

Men undergoing imprisonment in Military Prisons or Detention Barracks.

All men.—A remission of one-half of the unexpired portion of imprisonment.

Pardon will also be granted to deserters under regulations to be published hereafter.

FIRST GUN IN JAPAN.

The twelve historical tableaux at the Japan-British Exhibition show that the Japanese did not become proficient in the arts of modern warfare until within the last fifty years.

It is, however, a mistake to suppose that they were totally ignorant of the use of firearms until they saw their ports bombarded.

Indeed, so early as in 1556 it is said that there were more than thirty thousand guns, made in imitation of European firearms, in the country.

How it came about is explained in the third part of "Old and New Japan," published for Messrs. Arthur Pearson, Limited, and printed by Messrs. Eyre and Spottiswoode in fortnightly parts at sevenpence.

In Part III., which will be issued on Saturday, it is told how, following in the track of Marco Polo, a little band of Portuguese adventurers succeeded after infinite hardships in reaching Japan in the year 1542.

The historian of the party, one Pinto, says in his narrative:—"Diego Zeimoto went often forth to shoot with an espingarda (a large hand gun or musket), which he had brought from Tartary, and in the use of which he was very dextrous. One day, at a lake where there were many kinds of birds, he killed at various shots six-and-twenty ducks. Some Japanese, observing this new method of shooting, which they had never seen before, reported it to the prince. Zeimoto made the prince a present of the gun, who sent him in return a thousand taels of silver, beseeching him much to teach him how to make the powder with which request Zeimoto complied. The prince, greatly delighted with his acquisition, caused other guns to be made like it; so that, says Pinto, 'when we left, which was in five months and a half, there were more than six hundred.'"

It is interesting to note that although in response to the demand for the first part of "Old and New Japan," a second edition of that number was published, the supply is still scarcely equal to the demand. It is probable that a third edition will be published shortly.

RUBBER.

The following extracts are taken from the *London and China Express* of May 27:—

The market for Para has been dull with an easier tendency. Fine hard on the spot and nearby quoted 10s. 11d. value, July-Aug. delivery sold at 10s. 8½d. to 10s. 9½d., closing 10s. 2d. value, and Aug.-Sept. at 10s. 2d. to 10s. 4d., closing 10s. 2d. value. Soft fine June-July quoted 9s. 10d. value. The receipts at Para this month are 1,420 tons, against 1,800 tons for the same period last year. Plantation is quoted at about 9s. 6d. to 10s. 6d. for good average sheet.

Messrs. Hale and Son have issued a useful chart showing the fluctuation of rubber prices from May 1909, to May 1910. Accompanying the chart are statistics as to stock and other data, which will be found very convenient for reference.

THE RUBBER POSITION.

The result of the sales is a convincing demonstration of the extent to which the London rubber market is influenced by American commissions. Everyone in the trade is aware that the principal American buyers have not only merely refrained from buying in any quantities, but have circulated manufacturers on both sides of the Atlantic, including the British firms, for the express purpose of encouraging them to hold off and defer their purchases until lower prices are arrived at. There is absolutely nothing new about this sort of procedure, either in Mincing-lane, or any of the principal produce markets. In London there are some eight or ten buyers representing American interests, who attend the auctions, and it is the bidding of these gentlemen which has largely supported the market for some time past. Very small purchases were made on behalf of two or three of these firms, and the total amount bought by the group was quite nominal as compared with recent custom. It may be said with confidence that the rubber which was bought represented the very lowest possible amount that was necessary, and that every lot sold was urgently wanted for actual consumption. Now, just as on a share exchange a prolonged bear movement creates a strong market, so it may be safely asserted that the London rubber market, at the present is far stronger than it was say, a couple of months ago, when the boom was still more or less rampant. Let it not be forgotten that all the while consumption is going on, and that the supply is just as absolutely limited as before. Under normal conditions this is just the time of year when prices should be rising as compared with the previous months. The end of the Brazil rubber crop is in June, the output is at its lowest ebb in June and July, and the new crop will not come along until September. During this period, instead of 4,000 or 5,000 tons a week being exported the figures will fluctuate around 1,500. It is therefore incredible that this reaction can possibly be other than ephemeral. Up to now, the gradual accession of values has been for the most part of a thoroughly *bona-fide* character. It has arisen despite all which has been written to the contrary, from the simple circumstance that the consumption of rubber in the aggregate has unmistakably overtaken the supply, and even the potential supply during the immediate future. That is the firm basis upon which the market has rested, and nothing has yet happened radically to alter the situation. This set-back, which must be regarded as the direct result of the buyers' devices, does not demonstrate that the prices recently ruling have been to any material extent artificial. The artificiality is in the set-back; consequently, the only real modification of the position that can possibly come about will be a clear demonstration of the fact that not only is it inconvenient, but actually impracticable, for the majority of manufacturers to pay more than the prices of yesterday. As was remarked by more than one auctioneer, "No competition." But the fact that there was no competition did not indicate there was no demand. It merely showed that the understanding which had been arrived at by a certain number of buyers was for the moment successful.

RAPID TRANSPORT OF SILK.

YOKOHAMA TO NEW YORK IN 16 DAYS 20 HOURS.

A brilliant record in the transport of silk from Yokohama to New York has been made by the Great Northern steamship *Minneola*. The boy vessel left Yokohama on Sunday, May 22nd, and reached Seattle on Friday morning, June 3rd, a trip of 11 days which beat her schedule time by 2 days. At Seattle the 1626 bales of silk which she carried were hurried on to a special train, which left immediately for New York, reaching the Empire City at 11 a.m. on Wednesday, June 8th. Thus the silk was in New York just 16 days and 20 hours after its despatch from Yokohama—a feat of which the Company may well be proud.—*Japan Advertiser.*

Intimation

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Other Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Underclothing, Children's Dresses, and all kinds of Embroidery Material can be supplied if required.

The Convent is still about the centre position of any Patron, and the Superioress will gladly receive Parcels for the attention of the Poor if those who send parcels pay the carriage.

HONGKONG AVERAGE MARKET PRICES

Corrected 16th June, 1910, 100 cts. per $ Mex.

BUTCHER MEAT.	Cents.
Beef sirloin & prime cut—Mei Lung Pa lb	20
„ Corned—Ham Ngau Yuk „	22
„ Roast—Shiu „ „ „	22
„ Breast—Ngau Lam „	15
„ Soup, Tong Yuk „	20
„ Steak—Ngau Yuk Pa „	22
„ „ Sirloin—Ngau Lai „	30
„ Sausages,—Ngau Yuk Chaung „	20
Bullock's Brains— „ Know..... per set	9
„ Tongue fresh—Ngau Li..... each	50
„ corned—Ham Ngau Li..... „	60
„ Head—Ngau Tau „	85
„ Heart—Ngau Sum.....per lb	12
„ Hump, Salt—Ngau Kin „	18
„ Feet—Ngau Keok .....each	8
„ Kidneys—Ngau Yiu..... „	9
Tail—Ngau Mei „	18
„ Liver—Ngau Gon „	12
„ Tripe (undressed)—Ngau To..... „	6
Calves' Head and Feet—Ngau-chai-tau-keok.....set	$1.00
Mutton Chop—Yeung Pai Kwat .....lb	22
„ Leg—Yeung Pei „	22
„ Shoulder—Yeung Shau „	20
Pigs' Chitlings—Chi cheong „	22
„ Brains—Chi Know.....per set	24
„ Feet—Chi Keok..... „	12
„ Fry—Chi Chak „	25
„ Head—Chi Tau „	15
„ Heart—Chi Sum.....each	11
„ Kidneys—Chi Yiu .....pair	8
„ Liver—Chi Kon .....lb	30
Pork, Chop—Chi Pai Kwat „	18
„ Corned—Ham Chu Yuk „	—
„ Leg—Chu Pei „	24
„ Fat or Lard—Chu Yau „	18
Sheep's Head and Feet—Yeung Tau Keok .....set	50
„ Heart—Yeung Sum.....each	6
„ Kidneys—Yeung Yiu ..... „	9
„ Liver—Yeung Gon.....lb	24
Sucking Pigs, To Order—Chu Chai ... „	22
Suet Beef—Sang Ngau Yau „	20
„ Mutton—Sang Yeung Yau „	22
Veal—Ngau Chai Yuk..... „	20
„ Sausages—Ngau Chai Yuk Tong „	20

POULTRY.	
Chicken—Kai Chai .....lb	33
Capons, Large, Small—Sin Kai..... „	32
Ducks—Ap..... „	20
Doves—Pai Kau .....each	—
Eggs, Hen—Kai Tan.....per doz.	24
Fowls, Canton—Kai .....lb	35
„ Hainan—Hoi Nam Kai..... „	30
Geese—Ngo „	24
Geese, Wild Shanghai—Sheung Hoi Ya Ngo .....pair	—
Musk Deer—Wong Keng .....each	—
Hare—Tu Chai..... „	—
Partridge—Cha Khoo „	—
Pheasant—Shan Kai.....pair	—
Pigeons, Canton—Pak Kup ..... each	35
„ Hoihow—Hoihow Pak Kup „	32
Quail—Um Chun „	25
Rice Birds—Wo Fa Cheuk.....dozen	—
Snipe—Sa Chui ..... each	—
Turkeys, Cock—Fo Kai Kung.... per lb	65
„ Hen— „ „ Na ... „	54
Wild Ducks, Shanghai, Sui-ap .....pair	—
Teal, Shanghai, Sui Ap Chai..... „	—
Wild Ducks Canton—Sang Shing Sui Ap.....per pair	—

FISH.	
Barbel—Ka Yu .....lb	10
Bream—Bla Yu..... „	16
Canton Fresh Water Fish—Hoi Sin Yu „	16
Carp—Li Yu „	22
Catfish—Chik Yu „	20
Codfish—Mun Yu..... „	17
Crabs—Hai „	16
Cuttle Fish—Muk Yu „	16
Dab—Sa Mang Yu „	17
Dace—Wong Mei Lun „	12
Dog Fish—Tit Tu Sa „	10
Eels, Conger—Hai Man Yu „	17
„ Fresh water—Tam Sui Yu „	16
„ Yellow—Wong Sin „	24
Frogs—Tien Kai „	30
Garoupa—Sek Pan „	60
Gudgeon—Pak Kup Yu „	15
Herrings—Tso Pak „	18
Halibut—Cheung Kwan Yu „	32
Lobsuts—Wong Fa Yu „	16
Loach—Wa Yu „	32
Lobsters—Lung Ha „	24
Mackerel—Chi Yu „	16
Monk Fish—Mon Yu „	28
Mullet—Chai Yu „	16
Oysters—Sang Hoe „	25
Parrotfish—Kai Kung Yu „	17
Perch—Tai Lee „	16
Pike—Wa Fai Foong „	9
Plaice—Pai Yu „	18
Pomfret, Black—Hak Chang „	24
Pomfret, White—Pak Chang „	32
Prawns—Ha „	16
Ray—Yu Pa „	16
Rock Fish—Sek Kau Yu „	16
Salmon—Sam Yu „	16
Sardines (Fresh water)—Mo Ji Yu „	16
Shad—Wa Yu „	16

	Cents.
Shark—Sa Yu .....lb	10
Skate—Po Yu „	12
Shrimps—Ha „	40
Snapper—Lap Yu „	28
Soles—Tat Sa Yu „	20
Tench—Wan Yu „	18
Turbot—Cho How Yu „	24
Turtles, small, fresh water—Kuck Yu... „	50
White Bait—Ngau Yu Chai „	—

FRUITS.	
Almond—Hung Yan.....lb	24
Apples, (California)—Kam San Ping Ko..... „	20
„ (Chefoo)—Tie Chun Ping Ko..... „	—
„ Small—Hoi Tung..... „	—
„ Custard—Fan Lai Chi.....each	—
Bananas, fragrant, Canton—Sang Sheung Heung Chiu .....lb	3
„ (brides), Macao—San Heung Chiu „	5
Chestnuts, Chinese—Foong Li..... „	14
Carambola—Yeung Tou „	—
Cocoanuts—Yeh Tse .....each	10
Grapes—Sin Tai Tse.....lb	—
Lemons, Chida—Ning Moong..... „	8
„ Amer.—Kam San Ning Moong „	7
Lichees, Small Stone—Lai Chi Gon.....	25
„ Fresh, Lai Chi „	12
Limes, (Saigon)—Sai Kung Ning Moong .....each	5
Mango, Manila—Lui Sung Mong „	10
Mango, Saigon—Sai Kung Moong „	—
Mangosteens, San Chuk Tse per doz.....	22
Oranges, Tim Chang .....lb	16
„ Small—Tai Kut .....catty	—
„ Mandarin—Tim Kut „	—
Olives—Pak Lam „	14
Passion Fruit .....each	12
Pears, (American)—Kam San Shut Li lb	10
„ (Canton), Cooking—Sa Li „	8
Peanuts,—Fa Sang „	10
Persimmons, Large,—Hung Chie.....	12
Pine-apples, 1st quality—Sheung Poon Ti Paw-law .....each	10
„ and cooking—Chung-tang Paw-law „	—
Plantins—Tai Chiu .....lb	3
Plums, Swatow—Hung Lai „	7
Pumelo, Siam—Chim Lo Yau .....each	14
Walnuts, Hop Tou „	10
„ Green—Sang Hop Tou „	—
Shanghai Lo Kwat .....lb	5

VEGETABLES, &c.	
Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk .....lb	8
Beans, (French) Macao—Ok Moon Pin Tau „	14
Beans, (French), Shanghai—Sheung Hoi Pin Tau „	6
Beans, Sprout—Ah Choi „	8
Beans, Long—Tau Kok „	8
Beet Root—Hung Choi Tau.....each	5
Brinjals, Green—Chang Yuen Kie „	4
Brinjals, Red—Hung Kie „	4
Bamboo Shoots—Chook Shun „	10
Cabbage, Chinese, com.—Kai Choy „	12
Cabbage, Red—Kai Lan Tau .....each	15
Cabbage, (Shanghai)—Yeh Choi „	15
Cane Shoots, bunch—Kan Shun „	8
Cauliflower, Large size—Tai Yeh Choi Fa .....each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa .....each	—
Cauliflower, Small size—Sai Yeh Choi-fa „	—
Carrots—Kam Shun „	6
Celery, Chinese—Tong Kan Choy „	5
Celery, English—Yeung Kan Choi „	7
Celery, White—Pak Yeung Kan Choi „	—
Chillies, Dried—Gon Lat Chiu „	20
„ Red—Hung Fa „ „ „	20
„ Green—Chang Lat Chiu „	6
Curry Stuff, English—Kai Lee Choi Lin „	8
Cucumbers—Chang Kwa „	2
Bitter Squash—Fu Kwa „	4
Garlic—Suan Tau „	4
Ginger, young—Sun Tse Keung „	4
„ old—Lo Keung „	4
Horse Radish, Shanghai—Lik Kan ...lb	35
Indian Corn—Suk Mai .....piece	4
Lettuce—Yeung Sang Choi .....each	1
Water Chesnuts—Ma Tai „	5
„ Mandarin—Kwai Lum Ma Tai „	7
Musk Melon „	20
Mushrooms, Fresh—Sang Cho Khoi „	40
Onions, Bombay—Yeung Chung Tau „	7
„ Green—Sang Chung „	4
„ Shal—Sheung Hoi Chung Tau „	5
„ Japan—Yat Poon „ „ „	8
Okroes—Mo Kai „	8
Parsley, English—Yeung Un Sai .....lb	10
Green Peas—Chung Tau „	15
Potatoes, Sweet—Fan Shu „	7
„ Shanghai—Sheung Hoi Shu Tsai „	8
„ Japan—Yat Poon Shu Tsai „	8
„ American—Fa Ki „ „ „	—
„ Foochow—Fuk Chin Shu Tsai „	8
„ Macao—Ok Moon „ „ „	—
Pumpkin—Tsong Kwa „	8
Radish—Hung Lo Pak Tsai „	8
Rhubarb „	—
Shalots—Gon Chung Tau „	16
Spinage (Chinese)—Paw Choi „	—
Spinach—Yin Choi „	8
Tomatoes—Fan Ke „	8
Taro—Wu Tau „	8
Turnips, Pan-ki (Long)—Law Pak „	8
„ English—Yeung Law Pak Tau „	8
Vegetable Marrow—Chit Kwa „	8
Water Cress—Sai Yeung Choi „	7
„ Calcutta—Lan Kok „	—
„ Lily Roots—Lin Ngau „	—
Yams—Tai Shu „	8
Sago „	8

The above Commercial Price List is published every week for the Sanitary Board and is corrected to suit the Prices current.

W. PENNEY,
Secretary.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORT.

	Per Dozen	Per Bottle
◇ Port	$14.00	$1.20
B ◇◇, Red Seal Capsule	18.00	1.55
C Superior Light Inyalid, Green Seal Capsule	21.60	1.80
D ◇◇◇◇◇, Violet Seal Capsule	28.60	2.40
E Very Fine Old Tawny, White Seal Capsule	37.60	3.30

The following Ports have been specially selected and procured from Messrs. GEO. G. SANDEMAN, SONS & CO., of London and Oporto, and are of the highest class:—

	Per Dozen	Per Bottle
Douro	$19.60	$1.70
Old Tawny	23.60	2.05
Invalid	23.60	2.05
Estrella	29.60	2.55
◇◇◇◇◇	32.60	2 80
Very Old Tawny	48.60	4.10
Oldest and Finest	55.60	4.70

A. S. WATSON & CO., LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 16th June, 1910 [28

BIRTH.

On June 15, 1910, at Shanghai, to Mr. and Mrs. Kenneth O. Mackenzie, a son.

DEATHS.

On June 16, 1910 at Shanghai, Miss Dolly Keldie, aged 19 years.

At Singapore on 12th inst., A. D. MACHADO, manager of the United Singapore Estate Ltd. (Shanghai papers please copy.)

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 20, 1910.

THE KOWLOON TIGERS.

Some days ago, before the alarming appearance of an officer of His Majesty's army scared away our only two tigers in Kowloon, a Chinese teacher gravely advised us not to return home late after dark. "There is a tiger in Kowloon," he said, "and there are men who say that he is old, very, and the older he is the more terrible." We pressed him for details. He imputed against the tiger that he was utterly corrupt of heart. Not merely content with pigs and goats for which of course he could make no payment, he added murder to his crime of robbery. He was quite unlike the repentant tiger of Chao-Ch'eng. (If anybody would like to know about that interesting beast he must study Chinese and read Chinese story-books, or buy Sir Walter Hillier's valuable book on the Chinese language, Part II.) In fact he was a bad tiger. His favourite diet was babies, boy babies. Girl babies came next in his gastronomic fancy, but even mere girls were scarce since the Catholic orphanage and the "Sainte Enfance" collected those that the tiger might have had. The care people took of their children—boy children—was so great that there seemed nothing for a poor tiger to do but to hope for a stray pig or two, or may be a goat that its owner had neglected to shut in at night. But *he was so wicked and depraved a beast* that he had been known to get into pigsties and goat pens when extra-hungry. Decidedly it was dangerous to be out late. We related to him in extenso, *omissis omittendis*, the immortal story of the Claybury tiger. (Anybody who wants to know the true story of the Claybury tiger, and the "Cauliflower" inn, and the number of pigs and ducks that disappeared at the time of his appearance near Claybury, and what Mr. Bob Pretty had to do with it, must read the stories of that well beloved and justly admired man Mr. W. W. Jacobs. We think he deserves a peerage for his services to humanity in this matter of Mr. Bob Pretty and the Claybury tiger, and other Immortals.) Our teacher gravely listened, with very few comments, until we had finished. Then he remarked that the Claybury tiger had escaped the just penalty of his misdeeds, and compared him with the miscreant of Kowloon. We, in no way desirous of becoming a meal for the local carnivora, decided to adopt a plan which we have never had anything to complain of when tried with these animals elsewhere. We left a saucer of milk on the verandah. This morning it was, as usual, quite empty.

UNNECESSARY VIOLENCE.

We desire to make it clear that this phrase is emphatically not to be used in connection with the case of self-defence in which Mr. Tully of the Tai-koo Dock found himself subjected to the annoyance of a prosecution, and in which we rejoice to note he was successful in rebutting a vexatious charge. The evidence was clear. Mr. Tully struck to save himself from grievous injury, perhaps worse. Cases of this sort are troublesome for all concerned. In a British Court the Law is administered with absolute impartiality, irrespective of colour or position in life. No man in authority has any right by our laws to attack or bully his subordinates, however inferior to him in position, or "whatever hue incompatible with freedom an African or an Indian sun may have burnt upon them." The tradition of slavery dies hard, and the innate cruelty of some atrocious types of character revels in bullying men of weaker physique. Few Chinese coolies, even those who can carry for miles a load heavier than a foreigner can lift, are able to stand up, single-handed, in a fight with equal weapons, against a healthy European. For a foreigner to strike a Chinese is therefore a cowardly action. It is like the cowardice of a man who after carefully feeling another's biceps, and finding it soft, cheerfully challenges him to come on and fight. Nothing can be more hateful and repulsive than the detestable bully who is always kicking and beating Asiatic or other servants of smaller size, weaker thews and sinews, and a less active and muscular ferocity than his. At the same time, while we praise the equity of our laws and the even justice of our institutions, which protect "natives" from assault and battery with the same care as Europeans, we must note a strange instance of the contradictoriness of a certain type of mind. Some British magistrates in their scrupulous anxiety to be just to the coloured man are, in their judgments of cases where native and foreigner are concerned, so biassed on the side of the native that many white men declare that it is impossible to get justice and fairplay in a British Court in cases of this kind. We have heard it said that a Britisher stands no chance at all if he is accused by an Indian or a Chinese of assaulting him, and that such questions as provocation or self-defence are invariably set aside, and the whole burden of proof is shifted from the coloured accuser to the white accused, who is expected to prove himself innocent in a Court and before a magistrate who is practically deaf to all defence he may make. Now all this is of course grievously exaggerated. Still, the tendency is there, and we fear it is growing. Especially in China, any quarrel which leads to blows between Chinese and foreigners is likely to be taken up as a national affair irrespective altogether of its merits. If in such a quarrel a Chinese is only slightly hurt at the time, but with the kindly aid and officious ministrations of relatives succeeds in dying only shortly afterwards, we may be sure of hearing fierce denunciations of the brutal European murderer, and threats of national retaliation. A strike in hindrance of trade has before now occurred simply because a number of agitators chose to suggest in millions of minds the quite false idea, unsupported by serious evidence, that the death of a Chinese coolie was caused by a European who happened to rebuke him or touch him or even strike him with a light switch many hours before man was seized with the illness which caused his death. Now we should like to have it laid down once for all that every dispute, quarrel or fight between Europeans and Africans or Asiatics or anybody and anybody ought rightly to be decided solely on its merits. The "colour" question should not, must not enter in at all, not even as a mere extenuation or aggravation as the case may be, of a proved offence. True, one Englishman surrounded by hundreds of barbarian blacks may find it necessary to be readier with a blow than with those amenities of gentle and rational argument which are so potent in the mouth of say a Glasgow engineer rebuking his recalcitrant but civilized and Christian Scotch and Irish fitters. Perhaps also a Belfast foreman may succeed in doucely advising bad Celts to "get good" and be reasonable by that suavity and refinement of expression for which his class is so deservedly famous. And one single civilized man, surrounded, without support, by many tens of men whose speech he imperfectly uses and understands still less, whose life is in greater danger from day to day as familiarity decreases respect and use deadens fear, may easily be harshly judged by a clean fingered, well-groomed and cultured officer who has never known manual labour among so-called "inferior" races, and that terror walking in the noon day which may mean a head smashed in or a spine shattered by a sudden treacherous blow from behind.

GIVE, GIVE!

We have heard several bitter complaints lately about the want of generosity of so many people here in Hongkong in giving to anybody, whether a living body in need of food or a "body corporate" in need of funds. Of course people here do give plenty in charity when their attention is called to some deserving work, and sometimes it is not at all a bad advertisement for somebody with an object to start a charity boom for that purpose. This idea that giving is only good for the great uses of advertisement is one of the worst enemies of that Spirit called by our Parsi friends "Ahuramazda," or as one might attempt to say in England "the building and constructive principle of utter Goodness and Beauty." It is an insidious attack, a cunning attack, and is too often successful in a deadly way. For it paralyses the very nerves of action, and poisons the very wells of inspiration. "I shall not," says Mr. B.I.G. Taipan, "I shall not give anything to such and such an institution, because if I do, people will say I am advertising myself." This is almost invariably fatal to the impulse to give or to do. To give of the wealth bestowed by the Giver of all good things, to do good work, hard work in the service of the men He made in this World as He sees it—what a noble call this is, and how selfish we all are who do not respond to it! We wonder if on "the plains of asphodel" the Recording Angel, turning over his ledgers can find any other names of those in Hongkong who caring nothing for "human respect" or tempting devils whispering "don't," have braved every imputation of self-interest, and have boldly, humanly, generously given with loving heart, except the names of Matilda for it is in that name "Matilda" that Granville Sharp perpetuated his gift to the suffering, the needy (the poor in body and soul) and of Hormusjee Mody? The other names are all under the obscure heading "anonymous" where poor Portuguese clerks and many a struggling British junior have their gifts, small may be in amount but large in the Heart of God's wish, are punctually, lovingly recorded. The Italian Convent knows and the "John G. Kerr Refuge for the Insane" at Canton and the Mission to Seamen and such others as only the poor know. *Beati pauperes.*

LOCAL AND GENERAL.

LIEUTENANT C. J. Aston, Royal Engineers, has been appointed staff officer for Royal Engineers in South China.

FOR assaulting a three-year-old girl at No. 112, High Street, a native was awarded one month's hard labour in the Police Court this morning.

AN eighteen-year-old youth was awarded ten strokes with the birch and 48 hours' detention at the Magistracy this morning for stealing a duck.

WITH his usual enterprise, Mr. Mee Cheung has for sale to-day photographs of the opening ceremony of the new Seamen's Institute on Saturday.

A CHINESE woman was charged in the Police Court this morning with harbouring two girls. The case was remanded, bail being allowed in the sum of $100.

A NATIVE was sentenced to one year's imprisonment with hard labour by Mr. Justice Hazeland at the Criminal Sessions this morning for coining counterfeit coins.

THE *Rubi* will be docked at Hongkong on July 5 and her sailing from Manila on July 16 will be omitted. The *Zafiro* goes into dock on June 28 and will not sail from Manila on July 9.

SIR Frederick Lugard, Governor of Hongkong, has arrived in London, reports the *London and China Express* of May 27, and has joined Lady Lugard, who has completely recovered from her operation.

AT a special General Court of the Corporation of Trinity House, the Duke of Connaught was elected Master for the ensuing year in succession to the King, who, however, consented to remain an Elder Brother.

MR. Jacob M. Dickinson, United States Secretary for War, is expected in Japan next month on his way to the Philippines. He will be accompanied by General Clarence R. Edwards, Chief of Bureau of Insular Affairs.

ARMED ROBBERY AT CHEUNG-SHA-WAN.

EXEMPLARY SENTENCE BY MR. JUSTICE HAZELAND.

Before Mr. Justice Hazeland, Acting Puisne Judge, at the Criminal Sessions this morning, Chan Fo was indicted on a charge of armed robbery at Cheung-sha-wan. Mr. C. G. Alabaster, instructed by Mr. H. L. Dennys, Jr., appeared for the Crown while prisoner was undefended.

The jury consisted of the following gentlemen:—Messrs. J. H. Taggart (foreman), A. Abraham, C. A. dos Remedios, C. R. Ishmail, E. Howard, R. Soondaram and J. J. Garraway.

Mr. Alabaster said he would prove that prisoner was one of a number of other persons who committed an armed robbery at Cheung-sha-wan recently. Nine men altogether took part in the robbery. After the robbery, five of the men went in one direction and four in the other and prisoner was the only one of the four who was arrested. After hearing the evidence the jury could not but find prisoner guilty.

Evidence having been called, prisoner was found guilty and sentenced to fourteen years' hard labour.

Kowloon Railway.

FATAL ACCIDENT ON SATURDAY.

ONE MAN KILLED: SEVERAL INJURED.

The presence of an ambulance at Blake Pier for the best part of the afternoon yesterday denoted, as it was surmised, the occurrence of some unusual incident. The conjecture proved correct with the arrival of the Government tender *Stanley* when a Chinaman was transferred from the Government vessel on a stretcher to the ambulance and promptly conveyed to the Government Civil Hospital for surgical treatment.

Beyond the fact that the man had been brought from the New Territory and was then in a serious condition, nothing more could be learnt from those on and about Blake Pier yesterday. Pursuing further inquiries to-day our representative learnt that a somewhat

SERIOUS ACCIDENT

had occurred on one of the sections of the Kowloon-Canton Railway not far from Taipo. The accident was unfortunately attended by one fatality and the serious injury of one man besides injuries to several others of a more or less minor character.

It appears from the facts of the case related to the member of our staff that one of the construction engines was engaged in shunting three ballast trucks and drawing four others about 7 p.m. on Saturday. The first three of the trucks were loaded with materials for the embankment and line under construction. The shunt was to be the last of the evening before the men would knock off for the day. To all appearances everything seemed all right and the engine was shunting the trucks merrily along the line when all of a sudden the first truck struck an

OBSTRUCTION ON THE LINE.

Before the engine-driver could pull up the other two trucks successively struck each other and the first one and so were telescoped. This happened on the Taipo side of the Im-tai cutting, about one mile distant from the Taipo village proper. At the time of the mishap the last of the first three trucks carried a living freight of some ten or twelve coolies, who as soon as the trucks collided took fright and jumped off their seats to the ground. Some

ROLLED OVER THE SIDE OF THE EMBANKMENT

and received minor injuries in bruises about the head, face and body. Two others were less fortunate. One of the coolies fell between the truck and the engine. This man got his neck between the sand-pipe and the driving wheel of the engine. As might easily be imagined it would have been little short of miraculous if the unfortunate man were to escape uninjured in the position he was in. As it happened the man's

NECK WAS FLATTENED OUT

causing instantaneous death. How his head was not literally severed from the body, is wonderful to relate.

The other coolie, though not killed, received injuries of a serious character necessitating his removal to Hongkong for surgical assistance. After jumping from the truck he alighted on his head on the ground, and must have been rendered unconscious by the fall which stunned him. The man's leg rested on the rails, but fortunately for him his body was over the side. In that condition, the engine wheel ran over the calf of the poor fellow's leg, cutting it clean off but without damaging the bone. Bleeding profusely and with a swollen face further disfigured by many cuts and bruises, the man was found lying unconscious where he fell later in the evening.

OVER THE EMBANKMENT.

While these shocking scenes were being enacted the other four trucks had derailed and gone over the side of the embankment. The engine wheels just skidded on the lines, but have not been damaged.

The body of the dead coolie was removed by his comrades to the hospital at Taipo marketplace where, we understand, it was viewed by Dr. Wong who is in charge. Life was, of course, extinct when Dr. Wong made an examination of the fatal injuries. Man Lam, the injured coolie, who had also been carried to Taipo, was attended by Dr. Wong. By means of restoratives he eventually recovered consciousness. After having his wounds properly dressed he was left to be conveyed to Hongkong where he could obtain constant attention during the progress of what looks like being a protracted laying up.

DISTRICT OFFICER'S INVESTIGATION.

Early on the following morning (Sunday) Mr. S. B. C. Ross, the district officer stationed at Taipo, was apprised of the fatal accident which took place the previous evening. Mr. Richards, in charge of the railway, at once had the big 87-ton engine at the district officer's disposal and in less than no time Mr. Ross was speeding away to the scene of the night's tragedy. Arriving at Im-tai he prosecuted a searching investigation into the cause of the unfortunate accident. Up to this morning no reliable information had reached Hongkong that could afford a satisfactory explanation to account for the trucks coming to grief in the manner they did. That an obstruction on the line is responsible for the derailment of the trucks, attended as it was by the sad fatality, there is no denying; but how the obstruction came to be there—whether by accident or design—is somewhat of a mystery which remains to be cleared up.

The Government tender *Stanley* was carrying out the fortnightly relief at Taipo yesterday, and the fortunate circumstance contributed to the injured man's speedy removal to Hongkong. Swathed in bandages, Man Lam, the coolie, was landed at Blake Pier at 4.30 p.m. whence he was taken to the hospital.

We learnt upon inquiry at the Civil Hospital this morning that the man was progressing as favourably as it might be expected under the circumstances.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE SEAMEN'S INSTITUTE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—While being the last to depreciate the munificent gift that Sir Hormusjee Mody has made to the Colony in the shape of the Seamen's Institute, I as a merchant sailor, who have had occasion to make full use of the old Institute, would be obliged to know what standing a merchant seaman enjoys when he goes to the Institute for board and lodging. In their respective speeches at the opening ceremony on Saturday, both the generous donor and His Excellency the Governor appeared to make it clear that the new Institute was intended, primarily for the use of sailors from the mercantile marine. There was not the slightest disparagement offered towards the men of the Twin Services, for as anyone who has had the advantage of associating with them knows, they constitute one of the best classes that it is possible to meet with.

But in the old Institute, unfortunately, a distinction seemed to be made to the disadvantage of the men of the merchant service. That is to say, sea-faring men who did not belong to the navy were apt to get the cold shoulder at times when the Fleet was in the Harbour and when leave-men were numerous. This is by no means the fault of the Navy men who are the last people in the world to deprive a fellow of his quarters, nor is the statement applicible at all to the regimental liberty men who want to spend the night away from the Barracks.

But the fact remains that when it came to a crush in the old Institute, it was the merchant service officers who had got to suffer. As an indication of this unequal treatment it may be mentioned that in the billiard-room of the old Institute a notice was posted up stating that if Service men were desirous of playing while the table was engaged by civilians, the latter must make way for the former. The same rule was not posted up as regards the use of dormitory beds or state-rooms, but at the same time it was an unwritten law which all merchant service men were made to understand.

Now that the new Institute has been opened, it is to be hoped that there will be some more consideration shown towards the men of the merchant service.—Yours, etc.,

SHIP'S OFFICER.

20th June.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE PARSEE COMMUNITY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—The local Parsi community, through a circular signed by the Hon. Secretary of their Trust Funds, was first sounded about the end of March or beginning of April, and then invited to sign an Address of congratulation to be presented to Sir Hormusji N. Mody, on the occasion of his being knighted by our late beloved King Emperor, King Edward VII. While other local clubs, societies and friends have already fulfilled their duty to this gentleman, the very community of which this truly respected gentleman is not only a member but the chairman of their Trust Funds, has so far lagged behind and, for one reason or another, the presentation, which should have taken place within a week or two of the inauguration of the movement, has so long been delayed. To the best knowledge of this writer very few or none of the members of the local or Canton Parsi community have objected to this presentation of the Address which in itself is too tame and not at all worthy of the acceptance of such a liberal-hearted gentleman. Some, however, did object to the high-handed way in which signatures were sought, as members were asked to sign the loose sheets without a copy of the address being handed to them for perusal. It was not at all a matter of very great trouble and difficulty to get all the signatures. In the case of other circulars issued by the Hon. Secretary, a very large majority of the local signatures are easily to be obtained in a day or two, as the number of signatures to be obtained does not exceed a hundred. Does it speak well of the energy of the Hon. Secretary and his coadjutors that a movement which could easily have been *un fait accompli* within a week or fortnight at the utmost of its inauguration, has taken not weeks but months to get through, even taking into consideration the intervening Mournful Event. As yet the signatures are not complete, as members with families who have expressed their willingness to join the movement have not been presented with the Address for their signatures. Has the interest in this movement first shown by the Hon. Secretary died out altogether? Was it insincere from its very inception? Does the gentleman to whom this presentation is yet to be made, deserve such treatment at the hands of the community which itself feels honoured at the creation of the last Knight of the late revered reign. If so, it would not be a surprise at all to learn that this venerable Knight may decline such an honour, and thus unknowingly be instrumental in slighting not only the prime movers, but the whole Parsi community whose interests he has so much at heart.

Yours truly,

K. D. M.

Hongkong, 19th June, 1910.

WE regret to state that Miss Dollie Keldie died yesterday morning, after a brief illness, reports the *N. C. D. News* of 17th inst. It will no doubt be remembered that Miss Keldie was appearing in Shanghai for some time as a singer and dancer, having arrived here from Australia some months ago under engagement to Messrs. Rimos and Ramos. Miss Keldie after a successful season at the Colon Cinematograph, went to Hongkong, and at the termination of her engagement there, returned to Shanghai, appearing at the Victoria Skating Rink, Chapoo Road, where her fancy skating won great admiration. She then re-enlisted in the ranks of vaudeville at the Victoria Hall, and was appearing there up to the date of her sudden illness, about ten days ago.

OBTAINING JEWELLERY UNDER FALSE PRETENCES.

FORMER P. W. D. SURVEYOR CHARGED WITH FORGING COLLEAGUE'S NAME.

Before the Chief Justice, Sir Francis Piggott, at the Criminal Sessions this morning, John Grant, formerly a surveyor in the Public Works Department, was indicted on charges of obtaining a diamond ring from the Po Shing jewellery firm by false pretences and forging the name of E. B. Reed about the end of May last. Mr. M. W. Slade, K.C., instructed by Mr. H. Lennys, Sr., from the Crown Solicitor's office, prosecuted and Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, appeared for the defendant, who entered a plea of not guilty.

The jury was as follows:—Messrs W. King (foreman), C. E. Lynam, E. J. Thiel, E. A. Figueiredo, P. J. West, A. P. Storrie and S. H. Michael.

Mr Slade stated that the defendant went to the shop of a man named Wang Hing Loong, carrying on a jewellery business in Pottinger Street. After looking at several articles which were taken out for inspection at his request, defendant took out a diamond ring, and said he wished to be given credit, and gave his name as Reed, employed at the Public Works Department. Defendant wrote in the order book the name and address of E. B. Reed, surveyor in the Public Works Department, and said he would pay for the ring on the same day, but failed to do so. On inquiries being made, it was found that defendant was not Reed but there was a Mr. Reed in the Public Works Department. Defendant had been employed in the Public Works Department and left in April last. The obtaining of the ring took place on the 28th May. Defendant was not empowered by Mr. Reed to sign his name. The fact that defendant gave the P. W. D. as his place of occupation was an inducement to the jeweller to part with the ring. When cautioned by the Sergeant, defendant made a statement.

Mr. Potter—When the Sergeant goes into the box, I might object to the statement. It is customary for the Crown not to open with statements which might be successfully objected to hereafter.

His Lordship—You might in that way exclude the whole of the evidence.

Mr. Potter—No, my Lord, if it is inadmissible, we'll have it in evidence.

His Lordship—That would be so with everything else.

Mr. Potter—The alleged admission is quite a different thing.

His Lordship—It's absolutely a new point to me. I shall leave it to Mr. Slade.

Mr. Slade—Where the evidence directly states that the person who gave evidence and read the charge over and cautioned the prisoner there was a different statement and as such there can be no possible ground for opening it and making it clear.

Mr. Potter—I'm entirely in Mr. Slade's hands. I won't ask for any more grace.

Mr. Slade then read the statement, which said "Has Reed paid for it? I got it for him." Counsel said that he would call Reed, who would say that he had never given the defendant authority to sign his name.

Mr. E. B. Reed stated that he knew the defendant, who was formerly in the P.W.D. and left it at the end of March. He did not think as far as his knowledge went that the handwriting in the order-book produced was defendant's handwriting. Defendant's handwriting was sloping while that in the book was upright.

Detective-Sergeant Appleton stated that when arrested the defendant asked to be allowed to go to the Hongkong Hotel to telephone to Reed, who was at Taipo. Witness said everybody knew him there and suggested that he could do so at the Central Police Station, where, however, the Inspector on duty refused to allow defendant to use the telephone but said he was at liberty to write to any person he liked. After the first formal remand in the Police Court, witness said in the presence of defendant and Mr. Gardiner that he would have to obtain a search-warrant with regard to his belongings, and he remembered defendant saying "Oh, don't bother about that, you can go and search my room without a search-warrant." Witness did not search defendant's effects but simply packed his belongings. A local lady to whom defendant was engaged was present in the room when he did the packing. He did not remember defendant saying "What for?" when arrested.

Defendant said he was a qualified civil engineer. He was engaged to a local lady and intended to go with her to Canada. He went to live in Queen's Hotel on the 14th or 15th of May. He stayed in the hotel under the name of John Smith because he did not wish his fiancée's mother to know he was staying in the hotel, where she occupied an adjacent room to his own. At about the end of May, Sergeant Appleton came into his room and said "John Grant, I've got a warrant for your arrest." Witness said "What for?" The Sergeant replied "About a ring which was bought from a Chinese shop in the name of Reed." He also said "You needn't make any statement but anything you may say can be used against you." Defendant said "How's it that I come into it?"

His Lordship—Why were you interested about Reed being in Taipo.

Defendant—There was a meeting of the other surveyors and they said he was at Taipo.

Mr. Potter said that before he closed his case he wished to take the objection that there was no case to be left to the jury on the ground that there was no evidence to prove that the goods were obtained by any of the means of alleged false pretences.

His Lordship reserved the point.

Mr. Slade having addressed the jury, Counsel for the defence opened his speech on behalf of the defendant and had not concluded when the Court rose.

ACCIDENT TO S.S. "ARRATOON APCAR."

TO BE DOCKED FOR SURVEY.

We learn from a passenger arriving by the s.s. *Arratoon Apcar* on Saturday that, on that vessel's last voyage to Shanghai, she grounded on Steep Island just before reaching the Northern port. The *Apcar* was refloated without any apparent damage. She continued her voyage in safety to Shanghai and Japan ports. After leaving Kobe on her return journey to Hongkong the steamer collided with a Japanese vessel believed to be a little schooner, in the Inland Sea. The rest of the voyage was uneventful.

We understand the *Arratoon Apcar* will be docked for survey at Quarry Bay before starting on her voyage South.

A MONEY-CHANGING TRANSACTION.

HOW A SIMPLE TRADER WAS DEFRAUDED OF $500.

Before the Chief Justice, Sir Francis Piggott, at the Criminal Sessions this morning, Chan King Wa was indicted on a charge of obtaining the sum of $504.40 by false pretences on the 29th April last. Mr. M. W. Slade, K.C., instructed by Mr. H. L. Dannys, Sr., from the Crown Solicitor's office, prosecuted while prisoner was undefended and entered a plea of not guilty.

The following were sworn in as jurors:—Messrs. W. King (foreman), C. E. Lynam, E. J. Thiel, E. A. Figueiredo, P. J. West, A. P. Storrie and S. H. Michael.

Mr. Slade stated that prisoner was charged with obtaining the sum of $504 and some odd cents by false pretences. He succeeded in obtaining the money by means of a trick. The person defrauded was a small Chinese trader who owned a stall where he sold feather-dusters. Sometime on the 29th of April last, a man named Chan Yut So, whom he knew by name and by sight, came to him and inquired if he wanted to change any money, as he would derive a considerable profit by changing Hongkong notes into Chinese money. The man went round, accompanied by a *fokian* and the trader, to a Japanese shipping office, the Toyo Kisen Kaisha, at about 5 o'clock in the afternoon. He went in and the two people accompanying him followed him in and there saw the prisoner. The two men conversed as to the rate of exchange and finally it was settled that the complainant should receive $508 in Chinese bank-notes. Complainant handed over the $500 but on being told he would not receive the $5:8 just then he seemed to have demurred in consenting to the arrangement without receiving the amount. The defendant, however, said "I'll give you a bill to draw the money and I'll send my servant-boy with you." Complainant and the servant-boy walked round to a certain house in Des Voeux Road, which complainant had never seen before. At the foot of the staircase, the boy said "Wait a bit I'll come out presently." Once inside, the boy went out through a back-door and that was the last seen of him and the money. Complainant went back to the Japanese shipping office but was told that prisoner was not known there. Complainant then went on board one of the Canton steamers and finally prisoner was arrested in a Japanese theatre. In the Police Court, prisoner said he wished to call evidence and gave the name and address of a certain party but the Police after several attempts were unable to find the person. It would be for the jury to decide whether prosecutor's story was correct or whether it was a case of mistaken identity, which was quite possible.

Evidence was called and prisoner being found guilty was sentenced to two years' hard labour.

THE CHIEF JUSTICE AND THE NEW OATH.

NEW FORM OF ADJURATION PUZZLES HIS HONOUR.

The new and decidedly sanitary method of swearing in jurors at the Criminal Sessions this morning had the effect of mildly putting out the Chief Justice, Sir Francis Piggott. His Honour questioned the Deputy Registrar (Mr. Lee-Jones) and the introduction by Ordinance of the new form of oath having been made known to him, his honour was apparently satisfied, but later on the following dialogue ensued between him and Mr. Slade, K.C., who appeared on behalf of the Attorney-General:—

His Lordship—There's nothing in the Ordinance which says anything about the words "Almighty God" being left out.

Mr. Slade—I haven't looked at the printed form.

After further remarks, the case was proceeded with.

THE SUNKEN DEWEY.

SALVAGE DELAYED.

A break in one of the steam pipes attached to one of the large compressed air pumps on the Dewey, may somewhat delay the raising of the big dry dock, was the report which came over from Olongapo on 14th inst. One of the compartments has been completely pumped out and another one was nearly being emptied when the pipe burst and work has been necessarily delayed. Two or three of the workmen were burned about the hands and face as the result of the bursting of the pipe but no serious injuries have been sustained. It is understood the break can be readily repaired and the pumps will soon again be in running order.

It is confidently expected that with the pumps all in good working order the dock can be raised within a very few days.

PRIVATE CHAIR-BEARER IN TROUBLE.

ALLEGED TO HAVE ASSAULTED LUKONG WHILE DRUNK.

Last Saturday night, a private chair-bearer was having the time of his life after having partaken of *samshu* too well but not wisely and no doubt would have continued in his mirth-producing antics had he not made himself particularly obnoxious to a *lukong* who did not appreciate his dignity being lightly tampered with. The guardian of the peace arrested the recalcitrant and marched him to headquarters, where, however, he was discharged with a caution. On leaving the station he procured the assistance of a number of his own companions, who surrounded the *lukong* and handled him in quite an unceremonious fashion, in the course of which the victim's tunic was torn and his whistle snatched away from him. This morning, Inspector Gourlay charged the defendant before Mr. E. R. Hallifax with being the ringleader of the assault and defendant was remanded in Police custody.

On Saturday a party of Japanese tourists consisting of business-men from South Formosa arrived here by the O.S.K. s.s. *Seiku Maru* from Keelung.

DEATH OF MR. A. D. MACHADO.

A FORMER HONGKONG RESIDENT.

We regret to record the death at 8 a.m. yesterday at the General Hospital of Mr. A. D. Machado, general manager of the United Singapore Rubber Estates, Limited, the cause of death being general complications, reports the *Singapore Free Press* of 13th inst. He was a native of Macao, but had spent the greater part of his life in British Malaya, where he was looked upon as being one of the experts in the agricultural industry, especially in rubber cultivation. Mr. Machado was up till recently connected with the Kamuning Estate in Perak, and with the formation of the Singapore United Rubber Estates Limited, he was offered the appointment of general manager, which he accepted, and he and his wife and family came and settled down on the estate in Serangoon. He was twice married, by the first marriage he has left two children and by the second marriage he has left a widow and three children for whom the deepest sympathy will be extended in their sad bereavement. Although his residence in Singapore hardly extended to a year, yet, his genial personality endeared him to a large number of persons with whom he was brought in contact, apart from the directors and shareholders of the company he was connected with.

Mr. Machado during the course of his long connection with the Malay Peninsula was familiar, from his occasional visits, with the less known Siamese States, as they were then, of Kelantan and Legeh, his itineraries and sketch maps having contributed some useful material to the successive maps of the Malay Peninsula produced under the direction of the Council of the Straits Branch of the Royal Asiatic Society. Of that Society Mr. Machado was for many years a useful member, his visits to out-of-the-way districts enabling him from time to time to furnish interesting papers to the Journal of the Society. In the issue for January, 1900, Mr Machado had a paper on "The Hot Springs of Ulu Jelai" which he described as being "similar to those visited by me in Maliwun, Lower Burma, in Renong, Siamese Malaya, and in other parts of the Malay Peninsula." In the Journal for July 1902, there appears "A Vocabulary of the Jakuns of Batu Pahat, Johore, together with some remarks on their customs and peculiarities," which proves that his experience with these timid tribes enabled him to turn their confidence in him to useful scientific account. His death removes from the membership of the Royal Asiatic Society a useful contributor and an experienced observer in the bypaths of Malayan life and folk lore.

The funeral took place yesterday afternoon, being conducted by the Rev. Father Nain. The first portion of the service was taken in the Cathedral of the Good Shepherd. There was a large gathering at Bonham cemetery to pay him the last mark of respect, those present including the Hon. Tan Jiak Kim, Count de Bondy, Dr Lim Boon Keng, Mr Tan Chay Yan, Mr A. E. Dudley, Mr So Ping Lun, Choa Giang Tye, Mr Soon Kim, Mr C. A. de Silva, Mr Robertson (Ipoh), and the staff of the United Singapore Estates Ltd.

The late Mr. A. D. Machado, as we stated on a previous occasion, will be remembered as a former Hongkong resident who, in the eighties, identified himself prominently in sporting circles here. He was a son of the late Mr. F. M. Machado, chief clerk at the Harbour Office, and a nephew of a leading Portuguese resident in Hongkong, Mr. J. M. E. Machado, of the Civil Service and now retired. This gentleman is justly esteemed and held in much respect. With interests bound up in almost all the industrial institutions in Hongkong, the home of his adoption, Mr. Machado is also a director of the Kowloon Land and Building Co., Ld.—Ed., *H. K. T.*]

CANTON DAY BY DAY.

VICEROY'S SICK LEAVE.

[*From Our Own Correspondent.*]

Canton, 18th June.

H. E. Viceroy Yuan Shu Hsun has been granted a short leave of absence of twenty days by the Throne. H. E. Yuan will enter upon his leave on the 19th instant with a view to recuperate his health. During H. E. Yuan's absence the ordinary business of the Viceregal yamen will be conducted by the Canton Provincial Treasurer, H. E. Chan Kwai Lin.

VICEROY CASHIERED.

As the result of a report following inquiries made by H. E. Chang Jen Chun, Viceroy, of the Liang Kiang provinces, into the mutiny of the troops in Canton in February last, H. E. Yuan Shu Hsun has been cashiered but retains office. It was not until yesterday that H. E. Yuan was in receipt of an Imperial Edict to the above effect.

CHEAP RICE.

During the past few days no less than fifty thousand dollars worth of rice was imported to this city from Hongkong for the purpose of cheap disposal as a relief measure in aid of the poorer classes of people here. The distribution of cheap rice begins simultaneously in four different districts in the city to-day.

PROVINCIAL JUDGE.

The ex-Canton Provincial Judge Chiu Pun Yin left here to-day for Shanghai *en route* to Hunan to take up his new post as Provincial Treasurer there.

DEPARTING OFFICIAL.

On the 16th instant Taotai Cheung Wing proceeded on board a gunboat to Kiungchow to take up his new appointment as Taotai of the Kiungchow and Ngaichow prefectures.

News has been received in Shanghai of the death at Sudbury, Ontario, of Mr. C. E. Rosch, who left here in bad health on April 26, and was on his way home.

Mr. Chuichi Ariyoshi, elder brother of the Japanese Consul-General at Shanghai, has been appointed Director-General of the Residency-General of Korea.

CANTON OPIUM MONOPOLY.

SHANGHAI COMMENT.

In dealing with the subject of opium at this stage of the controversy which has long ranged over the traffic in the drug it is necessary, in order to avoid misunderstanding, to recall the words of the Right Reverend Bishop Brent, President of the International Opium Conference held at Shanghai in February, 1909. "All great problems," he declared, "go through two distinct stages. The first stage is what might be termed the emotional stage; it is based largely upon sentiment and ideals that are conceived in the inner self, sometimes more independent of facts than is warranted. In

THE PROBLEM BEFORE US

for a long period we have been passing through this preliminary stage—what I have termed the emotional stage. The emotional stage finds expression in agitation. We have had agitation. Now, I believe, we are at least midway in the second or scientific stage, when men deal with ascertained fact, and on the basis of ascertained fact reach certain conclusions of a practical character that will enable those upon whom the responsibility rests to arrive at some final conclusion." As we have thus emerged from the emotional stage, it should be possible to make a

DISPASSIONATE INVESTIGATION

of the subject in all its ramifications, without risk of incurring the charge of supporting the trade in opium. It was typical of the agitation that characterized the earlier stage that little or no consideration was given to the difficulties that confronted the Chinese authorities in the suppression of opium. From all sides among the agitators came the cry, stop the foreign importation and opium smoking will cease in the land. Such a contention is now admitted to have been fallacious. Certainly, the sceptics who gave China no credit for her desire to suppress the opium habit have been confuted. But the difficulties in the path of total suppression are now also better realized. In regard to the rival claims of the foreign and the native drug the higher cost of the former makes it for the most part the luxury of the more wealthy, while

THE NATIVE POPPY

continues to pander to the degradation of the lower orders. This point and the relative consumption of the two kinds of opium in China (with the further distinction between Malwa and Benares) have to be borne in mind in any consideration of the opium trade, in order to avoid a recrudescence of the agitation connected with the emotional stage of the opium problem.

Accordingly the

ACTION OF INDIAN MERCHANTS

in protesting against the establishment of an opium monopoly at Canton may be considered entirely apart from any anxiety to see opium smoking suppressed in China at the earliest possible date. There can be no doubt that the Chinese Government still requires all the support that it can obtain in its campaign against opium. Its worst enemies are its own officials, and their opposition to total suppression will gain effectiveness the more lucrative they find the partial restriction of the opium habit. For them the most successful method of dealing with opium is the establishment of a monopoly, whether the consumption of the drug is proceeding without hindrance or is gradually being reduced. A monopoly under a strong central government would be the surest method of

SUPPRESSING THE WHOLE TRADE;

but in the hands provincial authorities of the traditional type in China it becomes an incentive to yet further connivance at the continuation of opium smoking on the part of all classes of people. It is, without doubt, a hardship to the Chinese that they have to suffer for the sins of their official class from time immemorial. From the outset of the campaign against opium there have been isolated attempts to carry through an official monopoly, and for the reasons already stated, and because foreign merchants have refused to be exploited for the pecuniary benefit of Chinese officials, while the country's freedom from the opium habit is no way promoted, the attempts have been frustrated by foreign intervention. The intentions of any single Viceroy may be above question, but in the eyes of most foreigners the experiment would be prejudicial both to foreign and to Chinese interests. Thus a further protest has been raised against the renewed attempt of Viceroy Yuan Shu-hsun to establish

A MONOPOLY AT CANTON.

A month ago the Head Bureau for the Suppression of Opium in Kwangtung issued a notification to all dealers in raw opium that it intended to levy a tax on prepared opium by issuing licences and permits. The duty of collecting this tax was imposed upon two specified firms, who were known to be the largest dealers in foreign and native opium respectively. When the dealer in native grown opium declined the honour thrust upon him, Kuang Wing-yuan, the other dealer, was vested with the sole administration of the tax. Thus, as the result of such an order would ultimately be that no trader in opium could buy from anyone save Kuang Wing-yuan, a monopoly would be established. It is, therefore, with reference to this proposed monopoly that the Home and Indian Governments as stated in a telegram of yesterday, are exchanging communications.

Whatever action may be decided upon by the British Government it may be taken for granted that nothing will be done to hinder the Chinese authorities in their work of opium suppression. If a monopoly were found to be indispensable for that work, its establishment would be considered; but if, as experience proves to be the more likely, it is merely a device for an official corner in opium, then there is no reason why the foreign merchant should be penalized. The article that we published *yesterday on poppy cultivation in Szechuan* illustrates the extent of the ground that has yet to be covered by the Chinese Government, before it can claim to have reached finality in the eradication of the opium habit. One thing is certain that it is unsafe to generalize in regard to China. Other of our correspondents have toured through Szechuan and have been led to infer from the absence of the poppy along their line of route that its cultivation had practically ceased in that province as in others. But now we find that eight-tenths of the cultivated land of one county are given up to the plant, while the impunity enjoyed by the farmers and their unexpected profits have encouraged others to make arrangements to sow the poppy again. As far as is known, there would be no means of bringing this fact to the knowledge of the Central Government except with the help of the foreigner. It would seem, therefore, that Sir Alexander Hosie's independent mission of investigation might be productive of much interesting information, which the Chinese Government would have no means of obtaining.—*N.-C. Daily News.*

To-day's Advertisements.

FOR SALE.

FIRST CLASS, TALL and STOUT PONY.

TEL. 657.

Hongkong, 20th June, 1910. [443

NOTICE.

IT is hereby notified that, on and after WEDNESDAY, the 22nd instant, the SUPPLY OF WATER to the Rider-Main Districts will be controlled by bringing the Rider-Mains into operation and that the Water will be turned on to each Rider-Main daily for two consecutive hours. Information as to the hours of supply to any particular property may be obtained on application at the Offices of the Water Authority or Registrar General or at the Tung Wah Hospital.

W. CHATHAM,
Water Authority.

Public Works Department,
Hongkong, 20th June, 1910. [445

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast)

THE Steamship

"WYNERIC,"

will be despatched for the above Ports on WEDNESDAY, the 13th July, 1910.

For Freight, apply to
ARNHOLD, KARBERG & CO.,
General Agents.

Hongkong, 20th June, 1910. [446

COMMERCIAL.

June 18th, 1.00 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	6/6
Anglo-Javas	—
Anglo-Malays	28/6
Balgownies	—
Batu Tigas	—
Bertams	—
Bukit Kajangs (pp.)	—
Bukit Rajahs	—
Carey Uniteds	25/- prem.
Castlefields	125/-
Changkat Serdangs	—
Cherss	—
Damansaras	167/6
Eastern Internationals	35/- prem.
Fed. Selangors	—
Glenealys	$3
Glensbiels	—
Golcondas	130/-
Golden Hopes	—
Highlands and Lowlands	131/6
Indragiris	$35
Inch Kenneths	—
Jeqnies	—
Jonglandons	—
Kamunings	8/3 prem.
Kuala Lumpors	185/-
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	92/6
Linggis	58/6
London Asiatics	15/3
London Ventures	7/-
Merlimaus	—
Pajams	$1.62½
Pegohs	$43
Rubber Trusts	47/6 prem.
Saggas	—
Sandycrofts	$39
Sapongs	—
Seafields	—
Sekongs	31/6 prem.
Shelfords	70/-
Singapore & Johores	$20
Sumatra Paras	13/-
Sungei Chobs	117/6
Sungei Kapars	17/3
Tandjongs	55/- prem.
Tangkahs	22/3 prem.
Toerangie	5/- prem nom.
Ulu Rantu	—
United Serdangs	130/-
United Singapores	$3
United Sumatras	10/6
United Langkats	—
Para Rubber	9/9 per lb.

SINGAPORE QUOTATIONS.

Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

	9 a.m.
Ayer Panas	$12
Balgownies	19
Changkat Serdangs	14
Glenealys	2.75
Indragiris	27
Pajams	17
Pegohs	43
Sandycrofts	40
Singapore and Johores	18
United Singapore	2

MAY RUBBER RETURNS.

Agents F. W. Barker & Co.

SANDYCROFT RUBBER COMPANY:—5,395 lbs. dry; against 4,237 lbs. dry; Total four months of financial year 23,213 lbs. dry; against 23,125 lbs. dry.

Messrs. J. A. Wattie & Co., secretaries of the Chempedak Rubber and Gambier Estate, Ltd., announce that they are in receipt of advices from the Estate that another 25 cases of Para Rubber, totalling 2,500 lbs., has just been shipped to London, for sale. The bulk of the last shipment realized 10/7½ per lb.

Kuala Lumpor.

VALLAMBROSA:—20,000 lbs.
Agents, Guthrie and Co.

HERAWOOD:—907 lbs.
Agents, Derrick and Co.

TELUK ANSON:—630 lbs.

Events Coming.

Tuesday, 21st June.
Sanitary Board meeting, 3.45 p.m.

To-day's Advertisements.

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the Revenue Farms in the State of North Borneo from 1st January, 1911, as set out hereunder:—

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock noon on the 1st day of October, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1911.

The Farms above referred to are the Opium, Spirit, Gambling, and Pawnbroking Farms for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. Guthrie & Co., Singapore and Penang, or of Messrs. Gibb Livingston & Co. at Hongkong.

The retail rates for Chandu fixed by Government for the Opium Farm for 1911, 1912 and 1913 are those specified below viz.:

For every 3 hun packet	...	$0.14½
" 4 "	...	0 19
" 5 "	...	0.24
" 6 "	...	0.28½
" 3 chi receptacle	...	1.45
" 1 tahil "	...	4.80

Hongkong, 20th June, 1910. [441

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"

Captain Charbonnel, will be despatched for the above Ports TO-NIGHT, the 20th inst., at 8 o'clock.

For Freight or Passage, apply to
P. THOMAS,
Agent,

Hongkong, 20th June, 1910. [447

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN,"

Capt. A. Stewart, will be despatched for the above Ports on FRIDAY, the 24th June, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN
(Occupying 20 days).

Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip $120.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 20th June, 1910. [443

NOTICE TO CONSIGNEES,

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 22nd June will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 20th June, 1910. [444

Intimations.

CHEESE

MILD CANADIAN STILTON

60 cents per lb.

THE

DAIRY FARM CO.,

LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."

These Celebrated waters are used in the manufacture of our beers.

Purity guaranteed.

[Note Price List]—

"ASAHI" & "SAPPORO"

Beer.

per case 4 doz. qts.
$12.00

per case 8 doz. pts.
$13.50

To be obtained at all Retailers.

[14

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 3rd January, 1910. [71

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by

A CHEE & Co.,

17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE

IMPORTERS AND DEALERS.

CROOKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand for sale or on hire at moderate rates.

Hongkong, 1st June, 1910. [413

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—$36 per annum.

WEEKLY—$12 per annum.

The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ld.

[75

THE COMET

has almost disappeared but H. Price and Co.'s establishment is still here, and you can always rely on getting from them the best value in

ALES,

STOUTS,

WINES,

SPIRITS,

CIGARS, ETC.

A call at No. 12, Queen's Road Central, will prove to consumers that they cannot do better than deal only with

H. PRICE AND CO., LTD.,

WINE and SPIRIT MERCHANTS.

Telephone No. 195

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 11 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	.....
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH	"ALLAN LINE" FRIDAY, OCT. 14TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port ..... £43.
Via New York ..... £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI via SWATOW	..HANGSANG†	.....TUESDAY, 21st June, Noon.
S'GAPORE, PENANG & CALCUTTA	LAISANG*	.....TUESDAY, 21st June, 3 P.M.
MANILA.....	LOONGSANG*	...FRIDAY, 24th June, 4 P.M.
SHANGHAI, KOBE & MOJI	..NAMSANG†*	...FRIDAY, 1st July, Noon.
MANILA.....	YUENSANG*	...FRIDAY, 1st July, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Fookzang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,**
General Managers.

Telephone No. 215.
Hongkong, 20th June, 1910. [8

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.	
MANILA.....	"TEAN"	21st	June 3 P.M.
SHANGHAI	"CHENAN"	23rd	" 4 P.M.
SWATOW, TSINGTAU, CHEFOO & TIENTSIN...	"HUICHOW"	23rd	" Noon.
MANILA, ZAMBOANGA & AUSTRALIA.	"TAIYUAN".....	25th	" 4 P.M.
SHANGHAI	"LINAN".....	26th	" Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chinhan*,)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—$45 single, $80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,**
AGENTS.

Telephone No. 36.
Hongkong, 20th June, 1910. [9

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	A. Fraser	MANILA	SATURDAY, 25th June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 9th July, at Noon.

For Freight or Passage, apply to **SHEWAN, TOMES & CO.,**
GENERAL MANAGERS.

Hongkong, 20th June, 1910. [4

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" ..... Capt. T. Ogata	6,051	WED'DAY, 29th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" ..... Capt. T. Saito	6,182	WED'DAY, 13th July, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"JOSHIN MARU"..... Captain Y. Yamamoto...	WEDNESDAY, 22nd June, at 10 A.M.
KEELUNG via SWATOW and AMOY	"SOSHU MARU"..... Captain H. Mori	WEDNESDAY, 22nd June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW.....	"BUJUN MARU"..... Captain ——	THURSDAY, 23rd June, at 10 A.M.
TASMUI v. SWATOW & AMOY.	"DAIJIN MARU"..... Captain Y. Kaburaki ...	SUNDAY, 26th June, at 10 A.M.

Special Reduction of 20 % will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For Information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 20th June, 1910. [6

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAMO MARU, Cent. F. L. Sommer, Tons 9000	WEDNESDAY, 22nd June, at Daylight.
	AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 6th July, at Daylight.
	MISHIMA MARU, Capt. A. E. Moses, Tons 9000	WEDNESDAY, 20th July, at Daylight.
VICTORIA, B.C., & SEATTLE	§ SADO MARU, Capt. S. Hirotdhai, Tons 7000	SATURDAY, 16th July From KOBE.
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE YOKKAICHI, SHIMIZU & YOKOHAMA....	§ AWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 21st June, at 4 P.M.
	§ INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 19th July, at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 8th July, at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 5th August, Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO.....	* TOSA MARU, Capt. Y. Nomura, Tons 6000	TUESDAY, 28th June.
SHANGHAI, MOJI & KOBE	CEYLON MARU, Capt. A. Mocker, Tons 6200	WEDNESDAY, 22nd June, P.M.
KOBE and YOKOHAMA.....	KAGA MARU, Capt. M. Hagino, Tons 7,020	THURSDAY, 23rd June, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6200	WEDNESDAY, 6th July, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class.....	$120	$110	$100	$90
2nd ,, ...	$ 80	$ 70	$ 60	$50

With option of rail between calling ports in Japan.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only. * Canies deck passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

Shipping—Steamers

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship
"DENBIGHSHIRE,"
Captain Barrett, will be despatched as above on or about 22nd inst.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LD., Agents.
Hongkong, 11th June, 1910. [435

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"DELTA,"
Captain B. W. H. Snow, will leave for the above place on THURSDAY, 23rd June, 1910, at Daylight.
For Freight or Passage, apply to
E. A. HEWETT, Superintendent.
Hongkong, 18th June, 1910. [4

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"BRECONSHIRE,"
Captain Tomlinson, will be despatched as above on 25th June.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD., Agents.
Hongkong, 17th June, 1910. [410

"INVER" LINE OF STEAMERS LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"INVERCLYDE,"
Captain Alexander, will be despatched as above on 25th June.
For Freight apply to
JARDINE, MATHESON & Co., LTD. Agents.
Hongkong, 6th June, 1910. [427

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN,"
Captain McArthur, will be despatched as above on MONDAY, the 27th inst., at Noon.

This well-known Steamer is especially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 6th June, 1910. [426

HONGKONG-BOSTON AND NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

"INDRASAMHA,"
on or about TUESDAY, 30th June.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Agents.
Hongkong, 11th June, 1910. [434

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., TACOMA AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	On or about
Kumeric	6,232	J. Mahle ...	1910 5th July.
Aymeric	4,363	J. Boyd	26th July.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to
DOUWE EGBERTS & Co., LIMITED,
General Agents.
Queen's Buildings,
Telephone No. 136. Hongkong, 11th June, 1910. [4

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"ARCADIA,"
Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 25th June, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malwa*, 10,883 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Arabia*, due in London on 7th August, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 13th June, 1910. [4

Consignees.

FROM EUROPE.

THE H. A. L. Steamship
"ARABIA,"
Captain Neumann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
Ex s.s. *Hamburg*, from Göteborg.
Ex s.s. *Biruac*, from Bordeaux.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 14th June, 1910. [427

FROM EUROPE.

THE H.A.L. Steamship
"KOWLOON,"
Captain Knigk, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 21st inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO:—
Ex s.s. *Soft* from Setubal.
Ex s.s. *Norge* from Göteborg.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 15th June, 1910. [429

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"ROON,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of June, at 9.30 A.M.

All Claims must reach us before the 26th of June, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO:—
Ex s.s. *Thuringia* from Genoa.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.
Hongkong, 14th June, 1910. [429

Consignee.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOMALI,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 15th June 1910. 14

RUBBER ESTATE RETURNS.

	April	May	Total.
Allagar	2,400	3,100	11,400
Alor Pongsu	1,150	—	1,150
Alma	600	600	1,200
Anglo Malay	48,839	47,953	248,983
Ayer Kuning	273	—	833
Balgownie	8,673	9,778	42,782
Bantong	1,381	1,716	7,126
Batu Caves	19,952	—	30,787
Batu Tiga	6,123	6,612	29,803
Bertam	10,000	—	42,088
Beverlac	—	8,941	—
Bikam	—	785	—
Bukit Kajang	3,751	3,824	12,761
Bukit Rajah	30,960	—	146,333
Bukit Lintang	3,000	3,320	13,670
Carey United	7,700	12,000	39,250
Castlefield	2,700	3,030	14,042
Changkat Serdang	3,003	3,003	12,599
Changkat Salak	—	901	1,441
Cicely	9,450	—	37,631
Consolidated Malay	21,855	—	90,041
Caledonia	—	17,687	68,447
Damansara	23,327	—	77,998
Edinburgh	5,600	6,400	29,350
Federated (Sgor)	8,595	—	38,401
F.M.S. Rubber	29,330	31,870	292,577
Gedong	—	13,500	37,500
Glenealy	2,045	1,621	7,850
Glenshiel	2,326	3,120	11,235
Golden Hope	6,836	5,877	24,960
Golconda	11,801	—	45,538
Harpenden	6,485	—	18,130
High & Lowlands	42,265	38,648	212,086
Inch Kenneth	12,646	14,428	64,537
Jugra	7,170	9,671	25,372
Jebong	—	18,500	82,840
Kapar Para	10,641	—	36,985
Kamuning	6,293	7,171	31,805
Kempsey	2,043	—	9,195
Kepong	2,425	—	7,784
Kota Tinggi	561	—	—
Kuala Klang	1,759	—	6,665
Krian Rub. Est.	2,410	—	8,183
Kuala Lumpur	38,600	38,500	211,410
Labu	14,720	17,185	62,224
Lanadron	29,808	37,178	143,918
Ledbury	8,234	9,699	42,463
Linggi	60,500	62,500	302,000
London Asiatic	9,574	12,656	48,508
Malacca Plant	24,000	21,000	116,000
Merton	1,788	1,761	3,549
North Hummock	4,559	5,189	23,783
Nova Scotia	—	8,480	24,530
Pajam	2,300	2,400	9,050
Pataling	28,144	27,057	124,301
Pegoh	3,400	—	11,285
Perak Plant	—	—	28,212
Port Dickson	581	—	2,258
Rembia	975	—	3,487
Ribu Rubber	4,396	5,625	24,637
Rubana	—	10,000	43,220
Ratanui	1,722	1,490	5,120
Rber Growers Assn.	2,043	2,404	11,599
Sangat	5,593	6,005	26,025
Selaba	5,025	5,785	20,734
Sungei Choh	3,300	3,930	16,780
Sungei Kapar	14,300	—	67,300
Sandycroft	5,000	—	27,566
Seafield	15,120	—	44,047
Selangor	34,385	—	135,882
Seremban	31,445	31,516	142,598
Senawang	4,305	6,000	19,904
Shalford	5,800	—	21,500
S'pore & Johore	8,156	10,056	41,091
Singapore Para	5,300	4,950	23,750
Straits Rubber	29,000	21,980	121,480
Sungei Salak	2,435	2,103	9,309
Tall Ayer	—	12,800	43,700
Trafalgar	270	260	530
Trong	—	—	2,160
United Singapore	1,300	1,420	4,880
Vallambrosa	30,000	—	120,237

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which is above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.]

REPAIRS DOCK.

HONGKONG AND WHAMPOA DOCKS.

John Prentice ..... at Kowloon Dock.
Gloria ..... " " "
Saris Bandjer ..... " " "
H.M.S. Whiting ..... " " "
Chowia ..... " " "
Hongtho ..... " " "

TAIKOO DOCKS.

Tai On ..... at Quarry Bay Docks.
Kwong Yuen ..... " " "
Union ..... " " "
Ashui ..... " " "
Macau ..... " " "

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9½
Do. demand 1/9 9/16
Do. 4 months' sight 1/9 15/16
France—Bank T.T. 2.26½
America—Bank T.T. 43½
Germany—Bank T.T. 1.83½
India T.T. 134½
Do. demand 135
Shanghai—Bank T.T. 74½
Singapore—Bank T.T. per H.K. $100 ..... 76½
Japan—Bank T.T. 88
Java—Bank T.T. 107½

Buying.

4 months' sight L/C. 1/9⅞
6 months' sight L/C. 1/10
30 days' sight San F'co & New York 44½
4 months' sight do. 45½
30 days' sight Sydney & Melbourne 1/10½
6 months' sight France 2.30½
6 months' sight " 2.32½
6 months' sight Germany 1.85
Bar Silver 24 11/16
Bank of England rate ..... 3 %
Sovereign $11.13

SHIPPING AND MAILS.

MAILS DUE.

English (*Delta*) 22nd inst., 6 a.m.
American (*Mongolia*) 26th inst.
Indian (*Namsang*) 28th inst.
American (*Tenyo Maru*) 29th inst.
German (*Lustrow*) 30th inst.
Indian (*Kumsang*) 3rd. prox.
American (*Korea*) 4th prox.

The P. M. S. S. Co.'s s.s. *Siberia* arrived at San Francisco on 17th inst

The C. P. R. Co.'s s.s. *Montaagle*, which left here on 24th ult., arrived at Vancouver on 17th inst.

The I. C. S. N. Co.'s s.s. *Kumtang* left Calcutta for the Straits and Hongkong on 17th inst., and is due here on 3rd prox.

The Imperial German Mail s.s. *Roon*, which left here on 16th inst., at 4 p.m., arrived at Shanghai on 19th inst, at 10 a.m.

The T. K. K. s.s. *Tenyo Maru* left Yokohama on 20th inst., en route to Hongkong, and is due to arrive at this port on 28th inst.

The Imperial German Mail s.s. *Lustrow* carrying the German Mails with dates from Berlin of the 1st inst., left Colombo on 19th inst., p.m., and may be expected here on 29th inst.

The P. M. S. S. Co.'s s.s. *Mongolia* arrived at Manila on 19th inst., will be dispatched from that port for Hongkong on 23rd inst., and is due to arrive at Hongkong on 26th inst., at daylight.

THE WEATHER.

On the 20th at 11.55 a.m.—The barometer has fallen quickly in E. Japan, owing to the depression which is moving Eastwards over the N.E. part of the Sea of Japan.

The barometer has risen slightly in N. China, and fallen a little at the stations around the China Sea.

High pressure still extends Westwards from the Bonins towards the S. coast of China.

Moderate S.E. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.E. winds, light or moderate; fair.

2.—Formosa Channel, S.E. winds, moderate.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Joshin, Jap. s.s., 702, H. Mory, 18th June—Moji 14th June Gen.—O. S. K.

Tsintau, Ger. s.s., 1,001, S. Heyenga, 18th June—Bangkok and Kohsichang 12th June Rice.—B. & S.

Chenan, Br. s.s., 1,350, W. Lloyd Jones, 19th June—Shanghai 16th June Gen.—B. & S.

Bujun Maru, Jap. 1,900, Y. Furuno, 19th June—Shanghai and Swatow 18th June Gen.—O. S. K.

Canton, Swed. s.s. 2,180, O. C. Nordfelt, 19th June—Shanghai 15th June Gen.—M. & Co.

Laertes, Br. s.s., 2,904, J. A. Taylor, 19th June—Yokohama via Shanghai, 16th June Gen.—B. & S.

Loosok, Ger. s.s., 2,020, G. Schultzen, 19th June—Bangkok 13th June Rice.—B. & S.

Haiyang, Br. s.s., 1,363, O. E. Hodgins, 19th June—Foochow, Amoy and Swatow, 18th June Gen.—D. L. & Co.

Japan, Br. s.s., 3,866, A. Stewart, 19th June—Singapore 14th June Gen.—D. L. & Co.

Hang Sang, Br. s.s., 1,356, E. Wilde, 19th June—Canton 18th June Gen.—J. M. & Co.

Sutvia, Ger. s.s., 3,789, Kotzle, 19th June—Foochow 16th June Gen.—H. A. L.

Shanhsing Br. s.s., 1,072, McIntosh, 19th June—Haiphong 17th June Gen.—B. & S.

Phranang, Ger. s.s., 1,021, Fr. von Mangelsdorff, 19th June—Bangkok 12th June Rice.—B. & S.

Thordis, Nor. s.s., 1,091, J. Jorgensen, 20th June—Bangkok via Swatow 25th June Rice—Aagaard Thoresen.

Loongsang, Br. s.s., 1,092, F. Wheeler, 20th June—Manila 17th June Gen.—J. M. & Co.

Fausang, Br. s.s., 1,410, H. Malkin, 20th June—Saigon 16th June Rice and Gen.—J. M. & Co.

Hong Bee, Br. s.s., 2,056, Holme, 20th June—Singapore 14th June Gen.—Wee Bin.

Harel, Fr. s.s., 730, J. Camier, 20th June—Haiphong and Hoihow 17th June Gen.—A. R. Marty.

Yarra, Fr. s.s., 1,141, Ristorcelli, 20th June—Yokohama 11th June Gen.—M. M. Co.

Tonkin, Fr. s.s., 6,375, Charbonnel, 20th June—Saigon 17th June Mail and Gen.—M. M.

Kamo Maru, Jap. s.s., 5,284, F. L. Sommer, 20th June—Shanghai 17th June Beer & Miscl.—N. Y. K.

Aleinous, Br. 4,178, Riepenhauser, 20th June—Singapore 13th June Gen.—B. & S.

Fitzpatrick, Br. s.s., 2,838, R. E. Hutchinson, 20th June—Moji 14th June Coal.—Order.

Chitose, Jap. cruiser, 6,000, Kaoma, 20th June—Mokeug Formosa 19th June.

Clearances at the Harbour Office.

Binh Thuan, for Hongay.
Tonkin for Shanghai.
Foushing, for Saigon.
Persia, for Shanghai.
Haiyang, for Swatow.
Canton, for Saigon.
Shunking, for Shanghai.
Laertes, for Singapore.
Alcinous, for Japan.
Chenan, for Canton.
Michael Jebsen, for Haiphong.

Departure.

June 19.

Landrat Schiff, for Swatow.
Benarty, for Bangkok.
Daigi Maru, for Swatow
Shantung, for Swatow.
Chinhua, for Shanghai.

June 20.

Persia, for Kobe.
Michael Jebsen, for Haiphong.

Passengers arrived.

Per *Haiyang*, from Coast Ports—Mrs. C. C. Brown, Mr. McIntosh and 100 Chinese.

Per *Japan*, from Singapore—Messrs. F. Young, H. L. Rae, John Wilkie, Messrs. Bugler Hollins, Sergt. Crittenden, 362 Chinese and 2 Japanese.

Per *Kamo Maru*, from Shanghai—Mr. John Debuff, Dr. I. E. Mitchell, Miss K. Fike, Mrs. B. A. Broadwater Mr. A Shito, Rev. F. Yarces, Mrs. Poper, Miss Bennett, Mrs. and Miss Smith, Misses Shuki, Shuni, Mrs. H. S. Hall, Misses J. S. Garder, E. M. Niblock, Messrs. N. Suginnua, Y. Kawai, Mrs S. Kawer, Messrs. Donwai, K. Koiima, Geo, Geo and W. Raman.

Per *Yarra* for Hongkong for Yokohama—Mr. de la Rosa From Kobe Mr. Goro Ohtake. From Shanghai—Mrs. Moore, Baron and Mrs. du Doblhoff, Mr. and Mrs. Ashardy, Messrs. Lambert, Roe, Wong Stio and boy, Fosno, Miss Helmmom, Messrs. Ott and boy, Valentin, Cohen and boy, R. P. Souvey, Collaco and son W. M. Bros, Miss Freda Kirschner, Mrs. Moores' servant, and 1 Chinese. For Saigon from Yokohama—Mr. Waepe. From Kobe—Mr. Roland. From Shanghai—Mr. Coche n, 11 French Soldiers, and 24 Sailors. From Kobe—Mr. Massan. From Shanghai—Messrs. Ali Kun Hien and boy, Zimmerman, Miss Rosi Gold, Mr Bery, Misses E. Katz and Sophie. From Shanghai for Port Said—Mr. Stowlnos. For Marseilles—Mr. and Mrs. Cesnso, Sacha, and 6 Officers.

Per *Tonkin*, for Hongkong from Colombo—7 Chinese. from Singapore—Messrs. W. Werschoor, W. K. Chung and Tong Hup. From Saigon—Mr. Coquoi and boy, Mrs. Highah Phung infant and boy, Mrs. Diepp Dung and servant, Messrs. Nam Loon, Nee Yuk, Pire Gaillard. Nert. 19 Marines, and 109 Chinese. For Shanghai from Marseilles—Messrs. Pellot, Dumont, Revs. Martin, Bodin Guillet, Sisters Antoinette, Marie, Vincent, Lainse, Messrs. Olivier, Thibault and Henrichen. From Singapore—Messrs. Langerberts, Swathes, Mr. and Mrs. Van de Loo, and Mrs. Tavil. From Port Said—Mr. Cavadi. From Saigon—Mr. and Mrs. Bras, Messrs. Gaoustakis, Kersule, Mrs. de N. Ledoux, and 44 French Marines. From Saigon for Kobe—3 Soldiers. From Colombo for Yokohama—Mr. and Mrs. Kobsaroff.

Shipping Reports.

Str. *Canton* from Shanghai:—Calm and light variable winds.

Str. *Hong Bee*, from Singapore:—Light and fine weather.

Str. *Chenan*, from Shanghai:—Fog to Haeshan and fine thence.

Str. *Haiyang*, from Coast Ports:—Light breeze, clear fine weather.

Str. *Laertes*, from Yokohama via Shanghai:—Fine weather and light Westerly airs.

Str. *Fausang*, from Saigon:—Light E.N.E. to N.E. winds, smooth sea and fine weather throughout

Str. *Joshin*, from Moji:—Through our voyage, cloudy or rainy weather with strong to gentle breeze, rough sea.

VESSELS IN PORT.

STEAMERS.

Aline Woermann, Br. s.s., 2,149, J. D. Martin, 9th June—Saigon 2nd June Rice Gen.—Chinese.

Arratoon Apcar, Br. s.s., 2,931, D. Thomas, 8th June—Kobe 11th June and Moji 13th Gen.—D., S. & Co. Ld.

Awa Maru, Jap. s.s., 1,912, S. Ishikawa, 12th June—Seattle 21st June Flour, Cottonyarn and Gen.—N. Y. K.

Bangkok, Ger. s.s., 1,237 F. Nicolaisen, 18th June—Bangkok 10th June Rice and Meal—Yuen Fat Hong.

Borneo, Ger. s.s., 1,364, F. Sembill, 17th June—Sandakan 11th June Timber and Gen.—M. & Co.

Chowia, Ger. s.s., 1,055, F. Schmitz, 14th June—Bangkok and Hoihow 6th June Rice.—H. S. S.

Empress of China, Br. 3,046, W. Davison, R.N.R., 16th June—Vancouver, B.C. 26th May Gen.—C. P. R. Co.

Halmun, Fr. s.s., 616, E. de Catalano, 7th June—Haiphong 4th June Rice and Gen.—M. M. Co.

Haldis, Nor. s.s., 1,065, Gibr. Saiberg 17th June—from Bangkok Rice.—Aagaard Thoresen & Co.

Hongkong Maru, Jap. 3,427, S. Togo, 11th June—Moji 24th M'dise, Coal.—T. K. K.

Hue, Fr. s.s., 742, Panier, 8th May—Haiphong 5th May Gen.—M. & Co.

Kaifuku Maru, Jap. s.s., 3,070, S. Suda, 15th June—Moji 4th June Coal—Mitsu Bishi.

Laisang, Br. s.s., 2,225, E. J. Tadd, 10th June—Singapore 7th June Gen.—J., M. & Co.

Mandasan Maru, Jap ss., 3,245, K. Shimidzu, 18th June—Miike 13th June Coal.—M. B. K.

Pongtong, Ger. s.s., 997, W. Böteführ, 16th June—Bangkok 10th June Rice.—B. & S.

Quarta, Ger. s.s., 1,145, H. Madsen, 11th June—Macassar 3rd June Sugar and Gen.—J. C. J. L.

Rajaburi, Ger. s.s., 1,189, H. Bremer, 16th June—Bangkok 10th June Rice and Wood.—M. & Co.

Samsen, Ger. s.s., 998, K. Petersen, 16th June—Swatow 15th June Rice.—B. & S.

Soshu Maru, Jap. s.s., 1,109, Y. Yamamoto, 18th June—Swatow 17th June Gen.—O. S. K.

Spir, Nor. s.s., 871, H. C. Solum, 16th June—Saigon 12th June Gen.—Aagaard, Thoresen & Co.

Singora, Ger. s.s., 1,110, Fr. Minkwitz 8th June—Bangkok 31st May Rice.—B. & S.

Taan, Br. s.s., 1,346, A. W. Outerbridge, 17th June—Manila 15th June Gen.—B. & S.

Tsurugisan Maru, Jap. s.s., 2,060, Awoki, 14th June—Miike 8th June Coal.—M. B. K.

Valdus, Br. s.s., 3,464, McDougall, 18th June—Moji 12th June Coals.—M. B. K.

Venetia, Br. s.s., 1,333, H. E. Fardon, 17th June—Moji 11th June Coal.—Order.

Victoria, Swed. ss., 980, Thos Ecker, 18th June—Saigon 8th June Rice and Meal.—Wallem & Co.

Wuhu, Br. s.s., Tucker, 18th June—Saigon 14th June Rice.—B. & S.

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

☞ Mails from Europe via Siberia:—

Date of Despatch from London...	Date due in Hongkong..	Vessel.
1st inst.	23rd inst.	*Linan*

A Mail will close for:—

Swatow, Amoy and Foochow—Per *Haiyang*, 21st June 9 A.M.

Samarang and Sourabaya—Per *Quarta*, 21st June 10 A.M.

Swatow and Shanghai—Per *Hangtsang*, 21st June 10 P.M.

Europe, &c., India *via* Tuticorin—Per *Yarra*, 21st June 11 A.M.

Macao—Per *Sui Tai*, 21st June 1.15 P.M.

Manila—Per *Tean*, 21st June 2 P.M.

Singapore, Penang and Calcutta—Per *Laisang*, 21st June 2 P.M.

Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimadzu, Yokohama, Victoria and Seattle—Per *Awa Maru*, 21st June 3 P.M.

Singapore, Penang and Colombo—Per *Kamo Maru*, 21st June 5 P.M.

Amoy—Per *Hongbee*, 21st June 5 P.M.

Samarang and Sourabaya—Per *Quarta*, 22nd June 11 A.M.

Bangkok—Per *Singora*, 22nd June 1 P.M.

Macao—Per *Sui Tai*, 22nd June 1.15 P.M.

Shanghai—Per *Delta*, 22nd June 5 P.M.

Macao—Per *Sui Tai*, 23rd June 1.15 P.M.

Shanghai—Per *Chenan*, 23rd June 5 P.M.

Swatow, Chefoo and Tientsin—Per *Haichow*, 23rd June 3 P.M.

Swatow, Amoy and Foochow—Per *Haicheng*, 24th June 9 A.M.

Macao—Per *Sui Tai*, 24th June 1.15 P.M.

Manila—Per *Loongsang*, 24th June 3 P.M.

Manila—Per *Ruhi*, 25th June 10 A.M.

Moji, Kobe, Yokohama, Honolulu, Manzanillo, Salina, Cruz, Callao, Iquique, Valparaiso and Colonel—Per *Hongkong Maru*, 75th June 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Arcadia*, 25th June 11 A.M.

Macao—Per *Sui Tai*, 25th June 1.15 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Taiyuan*, 25th June 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver (B.C.) Siberian Mail to Europe—Per *Empress of China*, 25th June 5 P.M.

SHANGHAI VIA SIBERIAN Mail to Europe—Per *Linan*, 25th June 6 P.M.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Panama Maru	Manila	O. S. K.	June 21
Poona	Singapore	P. & O. Co	June 22
Delhi	Singapore	P. & O. Co	June 22
Siam	Sabang	M. & Co.	June 24
C. Apcar	Singapore	D. S. & Co	June 25
Mongolia	Manila	P. M. Co	June 26
Coblenz	Sydney	M. & Co.	June 26
Tenyo Maru	Yokohama	P. M. Co.	June 28
Namsang	Calcutta	I. M. & Co	June 28
Luetzow	Colombo	M. & Co.	June 29
Kumsang	Calcutta	I. M. & Co	July 3
Korea	San F'cisco	P. M. Co.	July 4
Seattle Maru	Japan	O. S. K.	July 5

Ships Passed The Canal.

13th May—*Armand Behic, Mishima Maru, Miyazaki Maru, Prinz Ludwig, Hyson, Spezia.* 17th May—*Dardanus, Glenstrae, Liberia, Nile, Nippon, Arabia.* 24th May—*Benlarig, Calchas, Cardiganshire, Glamorganshire, Katsou, Kintuck, Ocanian, Palma, Pekin, Poona, Roon, Somali, Soyo Maru, Tsushai, Wray Castle.* 27th May—*Alcinous, Tonkin, Kaga Maru, Kitano Maru, Polyphemus, Verona.* 31st May—*Brasilia, Glenesk, Goshen, Kowang Si.* 3rd June—*Ambria, C. Ford Lucas, Braemar, Deucalion, Machaon, Java, Salacia, Sardinia, Sifasia, Soyo Maru, Teucer, Inverie.* 7th June—*Benvorlich, Ching Wo, Lutzow, Perric.* 10th June—*Antenor, Atsuta Maru, Bulow, Candia, Ernest Simons, Iyo Maru, Kasuga, Myrmidon.* 14th June—*Carmarthenshire, Scandia, Sirovia, Sunsea, Alasia, Thaseus.* 17th June—*Erroll, Nisui, Nore, Novgorod, Sunda, Telamon.*

Arrivals at Home—10th May—*Saxonia, St. Patrick.* 13th May—*Glaucus, Polynesian, Lyndhurst.* 24th May—*Benclauch, Benlawers, Miyazaki Maru, Nippon, Prinz Ludwig, St Patrick, Sambia, Spezia, Yang Tsze.* 27th May—*Dardanus, Flintshire, Indrawadi, Calchas, Ocanian.* 31st May—*Yang Tsze, Glenstrae.* 1st June—*Nile.* 3rd June—*Siak, Kitano Maru, Liberia, Tsushai.* 7th June—*Glamorganshire, Goshen, Kowang Si, Indravelli.* 10th June—*Salacia.* 14th June—*Tsushai, Deucalion, Teucer.*

VISITORS AT THE HOTELS.

HONGKONG.

Adams, Mrs. L. S.
Adams, P. R.
Apcar, Mrs. E. M. A. and maid
Backhouse, J. H.
Bunner, Mr. W. C.
Clark, M. O
Cochett, Capt. W.
Dallas, J. F.
Dunrich, A. E.
Elliot, H. R.
Emberger, C.
Fisher, H. G.
Gaudet, A.
Garcia, A.
Gordon, F.
Goulbourn, V.
Hall, Capt. T. P.
Hardy, Mr. and Mrs. A. S.
Heid, A. H.
Kendall, E. J.
Kraft, Mr. & Mrs. W. D.
Launders, J. C.
Leitzen, W.
Lloyd, Mr. G. T.
Loader, J. F. R.
MacDonald, D.
Mandell, B.
Massey, Miss K. A.
Marriott, Dr. O.
McBride, Capt. J.
Mcintosh, G. C.
Meckle, D. M.
Menagh, J. E.
Milliron, C. J.
Miner, Mrs. J. G.
Morse, H. J.
Moulder, A. B.
Murrell, H.
O'Neill, E. F.
Rae, A. L.
Ray, E. H.
Rodger, R. K.
Schneider, A. W.
Solomon, H. H.
Spalding, R.N., Surgeon and Mrs. A. D.
Spittles, J.
Square, Miss A.
Staples, E.
Tavil, M. J.
Thompson, Mr. and Mrs. M. L.
Trautschold, W. W.
Verschoor, W. A.
Waespe, F.
Waite, A.
Walton T.
Weltmarsh, A.
Wolf, G.
Wood, G. G.

PEAK.

Aichbutt, Mr.
Alabaster, Mr. & Mrs.
Asay, Mrs.
Aubrey, Dr.
Bayard, Col.
Beaudrins, Mrs.
Bell, Capt. and Mrs.
Bowdler, Mrs.
Dodgson, Lt. and Mrs.
Dutton, Mr.
Edwards, Rev. and Mrs.
Ennis, Rev. and Mrs.
Finch, Capt. and Mrs.
Frisk, F. A.
Galloway, Mr. & Mrs. A. D.
Gell, J.
Hancock, Mr. & Mrs. H.
Haseland, F. A.
Highton, Esq.-Comdr.
Hind, W. B.
Hitchcock, Mr. & Mrs.
Hockaday, W. T.
Hodgins, Mrs.
Hughes, Rev.
Jack, Miss
Jacks, P.
John, Col. St.
Johnson, Dr. and Mrs.
Kobischmidt, Mr. & Mrs.
Koren, E.
Lakin, Mr.
Lauder, Lt.-Col.
Lawder, Mr. & Mrs. C.
Leask, Mr.
Lis, Mrs. B. de.
Lyddon, Capt. & Mrs.
Marmy, V. E. T. de
May, Mr.
Nellson, Mr.
Opisso, Mrs.
Probyn, R.A.M.C., Major
Scarlborough, Mr.
Sinclair, A.
Skott, Mr.
Smith, A. Findlay
Stacpole, Lt.-Col.
Sutherland, Mr.
Thornhill, Rev.
Topp, J. R.
Taylor, Miss
Troing, A. E.
Vought, Capt.
Vought, K.
Watts, Mrs. and Mrs. E.
Warning, Capt.
Wheaton, W.
White, Mr. and Mrs.
Worcester, Mr. & Mrs.
Wrigley, Lt.-Col. & Mrs

CECIL HOTEL.

Caldwell, Mr. and Mrs. G. A.
Chiochen, S. J.
Claxton, A. A.
Grant-Smith, E.
Hancock, Lieut. & Mrs.
Jones, Dr. and Mrs. Evan
Lerrige, Mr. and Mrs. George
Kydd, Mr & Mrs. T. W.
Mohler, Mr. and Mrs.
Pearce, Mr. and Mrs.
Poulsen, H. R.
Smith, Crowther
Sutton, Mr. & Mrs. F.
Smitte, Miss D.
Weigall, Mrs.
Wilson, G. I.
Wood, E. M.

ASTOR HOUSE

Alull, N. W.
Beach, J. H.
Benito, S.
Bernis, J.
Borin, H. W.
Boulic, Mr.
Brunner, Mrs. L.
Catalano, E. de
Chapman, Mr. & Mrs. J.
Cohen, A.
Collien, R. H.
d'Almuda, F.
Davies, W.
Davis, H.
Deon, G. Horsio
Dodd, Mrs. W. C.
Dodd, Miss L. M.
Dravtuss, A.
Edwards, J. N.
Ellis, L. G.
Eyre, H.
Gardner, Miss J. S.
Gomes, A. J. M. de
Guan, T. K.
Grau, B.
Hall, Mrs. H. J.
Hamilton, J. C.
Hanley, T.
Harres, J. B.
Herrera, L. O.
Hoelo, Fan
Hodges, C.
Hall, H. O.
Hughes, Miss E.
Jarzembowski, A. B.
Johns, W.
Jones, J. W.
Kelly, L. A.
Lo Tak Chin, Mr.
Lee Lap Gan, Mr.
Leung, H.E
Lorda, F.
MacRobie, F.
Martin, M.
Maternate, L.
McCoy, C. F.
Meuler, D. W.
Niblock, Miss F. M.
Ming, L. W.
Mody, N.
Nixon, E.
Otero, R.
Pierce, C. D.
Portaleer, A.
Powers, Mrs. J. C.
Rosenstock, C. W.
Ross, R. J.
Smith, H. L.
Swift, Miss G. I.
Swift, Mrs. A. E.
Tam Cheung Long, Mr.
Thomas, Mrs. V.
Valentes, I.
Wise, A. M.
Wylie, W. P.

CHINA COAST METEOROLOGICAL REGISTER.

June 18th, 10 a.m.

			Bar.	T.	Hu.	Wind		W.
Vladivostock	7	a.m	29.82	53	96	NNE	4	f
Nemuro	6	a.m	30.02	—	—	S	1	f
Hakodate		"	29.99	—	—	S	1	f
Tokio		"	29.95	—	—	E	1	f
Kochi		"	29.93	—	—	W	4	c
Nagasaki		"	29.91	—	—	SE	1	c
Kagoshima		"	29.94	—	—		0	c
Oshima		"	29.93	—	—		0	c
Naha		"	29.93	—	—		0	c
Ishigakijima		"	29.91	—	—	S	3	c
Bonin Is.		"	30.02	—	—		0	c
Chefoo	6	a.m	—	—	—	—	—	—
Weihaiwei	9	a.m	29.74	68	—	SW	2	c
Hankow	6	a.m	—	—	—	—	—	—
Kinkiang		"	—	—	—	—	—	—
Shanghai	9	a.m	29.73	81	79	S	4	c
Gutslaff		"	29.73	78	91	S	5	bm
Sharp Peak		"	29.83	83	—	S	2	b
Amoy	6	a.m	29.84	81	79	S	2	b
Swatow		"	29.8c	80	82	S	2	c
Taihoku	5	a.m	—	—	—	—	—	—
Taichu		"	—	—	—	—	—	—
Tainan		"	—	—	—	—	—	—
Koshun		"	—	—	—	—	—	—
Pescadores		"	—	—	—	—	—	—
Canton	9	a.m	29.89	85	76	S	3	b
Hongkong	10	a.m	29.90	88	68	E	1	c
Victoria Peak		"	—	—	—	ESE	1	—
Gap Rock		"	29.87	—	—	ESE	2	—
Macao		"	29.92	85	—	SE	2	c
Wuchow	9	a.m	—	—	—	—	—	—
Holhow		"	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phullen	8	a.m	29.83	82	—	SSE	5	c
Tourane		"	29.84	86	—	SE	3	c
C. St. James		"	29.84	87	—	SW	1	c
Aparri	6	a.m	29.88	75	—	NE	1	b
Manila	10	a.m	—	—	—	—	—	—
Legaspi	6	a.m	—	—	—	—	—	—
Bacolod	9	a.m	—	—	—	NW	1	c
Iloilo		"	29.89	81	—	—	0	c
Cebu		"	29.88	82	—	N	1	c
Labuan		"	29.89	81	—	—	0	c

June 20th, 1910, a.m.

Vladivostock	7	a.m.	30.43	57	95	—	0	c
Nemuro	6	a.m.	29.73	—	—	S	6	f
Hakodate		"	29.63	—	—	S	1	f
Tokio		"	29.83	—	—	WSW	1	c
Kochi		"	29.91	—	—	—	0	c
Nagasaki		"	29.91	—	—	SW	1	c
Kagoshima		"	29.96	—	—	WSW	1	c
Oshima		"	—	—	—	—	—	—
Naha		"	29.97	—	—	—	0	c
Ishigakijima		"	29.93	—	—	SE	1	c
Bonin Is.		"	30.02	—	—	—	0	c
Chefoo	6	a.m.	—	—	—	—	—	—
Weihaiwei	9	a.m.	29.81	70	—	SW	4	c
Hankow	6	a.m.	—	—	—	—	—	—
Kinkiang		"	—	—	—	—	—	—
Shanghai	9	a.m.	29.81	79	87	ENE	1	cm
Gutslaff		"	29.80	76	95	ESE	1	f
Sharp Peak		"	29.87	84	—	—	0	f
Amoy	6	a.m.	29.78	81	87	W	1	b
Swatow		"	29.84	80	90	N	1	c
Taihoku	5	a.m.	29.91	—	—	S	2	b
Taichu		"	29.93	—	—	—	0	c
Tainan		"	29.92	—	—	—	0	c
Koshun		"	29.93	—	—	E	4	c
Pescadores		"	29.90	—	—	W	4	c
Canton	9	a.m.	29.89	85	76	S	1	b
Hongkong	10	a.m	29.90	88	68	E	1	c
Victoria Peak		"	—	—	—	ESE	1	—
Gap Rock		"	29.87	—	—	ESE	2	—
Macao		"	29.92	85	—	SE	2	c
Wuchow	9	a.m.	—	—	—	—	—	—
Holhow		"	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phullen	8	a.m.	29.83	82	—	SSE	5	c
Tourane		"

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION: BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$.25	£1,500,000 $15,100,000 $250,000	$2,021,918	£25/- for half year ending 31.12.09 @ ex 1/9½=$25.12	4½ %	$945 buyers
National Bank of China, Limited	99,925	£7	£6	£4,009 $80,000	$30,552	$2 (London 5/6) for 1903	...	$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 $854,583 $302,793	none	$10 for 1908	6 %	177½ sellers
North China Insurance Company, Limited	10,000	£15	£5	£185,000 Tls. 225,000 Tls. 135,253 Tls. 146,180	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 110
Union Insurance Society of Canton (Limited)	12,400	$250	$100	$3,000,000 £0[illegible],000 £121,128 £105,249 $72,985	$287,984	Final of $20 per share, making in all $50 per share for 1908 and an interim dividend of $30 per share for 1909	6 %	$820 sales
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $294,405 $199,264	$707,637	$12 for 1908 and interim of $3 for 1909	7 %	$195
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $550,348 $61,168	$4,8,406	$6 and bonus $2 for 1908	7 %	$114½
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,460,000	$426,218	$27 for 1908	8 %	$350 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	157,743	Dr. $3,777	5% for 1906	...	$7½ sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$250,000 $100,489	Nil.	2½ for year ending 30.6.1908	...	$32 sellers
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $617,500 $108,545 $19,100	$20,766	Final of $1½ for account 1910	8 %	$32 buyers
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£10,000 £740,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3.154	...	$66 buyers
Do. Do. (Deferred)	60,000			£720,000		3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	92/6
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£100,000	192,994			
"Star" Ferry Company, Limited	10,000	$10	$10	$72,850	$1,159	A dividend of 7 %	4 %	$74½ sellers
	10,000	$10	$5	$62,681		A bonus of 5 % for yr. ending 30.4.1910	5½ %	$14 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$[illegible]20,000 $88,620	Dr. $[illegible],090	$10 per share for 1909	5½ %	$166 buyers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135,895	$3 for 1897	...	$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 120,000	Tls. 6,102	Tls. 10 for year ending 31.8.09	...	Tls. 950 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1. 1	£215,000	£1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 18
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	£84,390 none	none	First year	...	Ps. 10
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4 [illegible]	none	$1 per share 13th dividend	5 %	$7½
	50,000	£1	£1		none	Final of Gold $0.65 for 1909 in all G. $1.15	...	41/-
Oriental Consolidated Mining Co., Ltd	500,000	G $10	G $10	none				
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$25,275	Dr. $8,460	$1.75 for year ending 31.12.08	...	$10
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$550	$50	$550,000 $31,993 $40,000	$264,847	$2½ for 1909	4½ %	$57 sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$85,441 $221,000	$132,715	Interim of $1½ for account 1909	...	$55 sellers
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,26[illegible]	Interim of Tls. 2½ for 1910	6½ %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. [illegible],000 Tls. 125,009	Tls. 9,322	Final of Tls. 4 for 1909	7 %	Tls. 118
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 85,000	Tls. 4,814	Tls. 6 for year ending 29.2.09	5½ %	Tls. 101 sellers
Central Stores, Limited	50,123	$15	$15	$1,200 $6[illegible],475	$24,011	$1.20 on old and 60 cents on first new issue	8 %	$16 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$10,000	$1,227	$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09	2 %	$107½
	8,000	$50	$25	$250,000	$27,9[illegible]	Interim of 3% for account 1909	7 %	$83½ sellers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	226,945	$5,471	45 cents for 1909	6 %	$101 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	25,850	$2[illegible]9	$2½ for 1909	8 %	$8½ sellers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none				$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045	Tls. 63,969	Final of 6 % bonus Tls. 1 for 1909	6½ %	Tls. 110
West Point Building Company, Limited	12,500	$50	$50	Tls. 30,000 none	[illegible],958	Final of $1.80 for account 1909	8½ %	$40 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	20,000	Tls. 50	Tls. 5	Tls. 250,000	[illegible],991	Tls. 11 for year ending 31.10.09	8½ %	Tls. 130½ sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$1	Tls. 40,098	$8,551	50 cents for year ending 31.7.08	8 %	$6 sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7½ for year ending 30.9.09	12 %	Tls. 62
Lau-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 74
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 32,171	Tls. 21,872	Tls. 25 for 1909	10 %	Tls. 250
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£2,500	£648	15 % per share for 1908	...	$10 buyers
China-Borneo Company, Limited	60,000	$12	$12	£40,000	Nil.	60 cents for 1909	6 %	$10½ sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$61,138	10 cents for year ended 28.2.06	...	$1½ sellers
Do. Do. special shares	50,000	$1	$1	$100,000	$2,602	80 cents for 1909	9 %	$8½ sellers
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$12,000 $1,000	$1,892	$1.20 for year ending 31.7.09	6½ %	$19 buyers
Dairy Farm Company, Limited	40,000	$7½	$6	$18,000	$4,290	Final of 40 cents making in all 75 cents per share for 1909	10 %	$7½ sellers
Green Island Cement Company, Limited	400,000	$10	$10	$5,000	$670	14 per cent. viz. $1.40 for 1909	10 %	$14 buyers
H. Price & Company, Limited	12000	$10	$10	none	$11,708	A dividend of $1.20 par share and a bonus of 10 cents	6 %	$19½ sellers
Hongkong Electric Company, Limited	60,000	$10	$10	$150,000	$7,616	Final of $8 for 1909	6 %	$160 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$40,000	$9,176	Final of $1 making in all $2 for 1910	9 %	$21 sellers
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	Tls. 547,500	Tls. 216,682	2nd interim dividend of Tls. 1½ for 1910	4½ %	Tls. 1,430 ex d.
Maatschappij tot Mijn-, Bosch- en Landbouwex ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 68,934 $20,000	$3,014	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.6.10	5½ %	$14½ sellers
Peak Tramways Company, Limited	25,000	$10	$10	none	Ps. 18,640	None	5 %	$15½ buyers
Peak Tramways Company (new)	50,000	$10	$1					$10 buyers
Philippine Company, Limited	75,000	$10	$10	Tls. 14,810 Tls. 7,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 240 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	none	none	First year	...	$35 sellers
Societe des Pulpes et Papeteries du Tonkin	13,200 Benefi shares	50 Haiphong	25 Currency	none	none	None	...	$800 H'kong currency
	1,200	Nominal	...	none	Dr. $31,096	None	...	$25 buyers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $27,86	10 % for year ending 31st May 1910	12 %	$5.10
Steam Laundry Company, Limited	20,000	$25	$5	$11,936	none	60 cents for year ending 31.12.08	8 %	$8 sellers
Union Waterboat Company, Limited	50,000	$10	$10	$46,000	$342	60 cents per ord. share for year ending 31.5.09	5 %	$12½ sellers
United Asbestos Oriental Agency, Limited	10,000	$10	$5	none	$1,941	35 cents for 1909	...	$3[illegible] ex div.
Watkins Limited	10,000	$10	$10	$300,000	$2,613	None	...	$6½ buyers
Watson (A.S.) & Co., Limited	90,000	$10	$1	$5,000				
William Powell, Limited	15,000	$7	$7	none	$782	None	...	$3 sellers

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